

# AIH HANDS

MAGAZINE OF THE U.S. NAVY FEBRUARY 1999

## 5TH FLEET

Projecting Power in the Middle East

### NAVCENT/5TH FLEET AREA OF RESPONSIBILITY

AFGHANISTAN  
BAHRAIN  
DJIBOUTI  
EGYPT  
ERITREA  
ETHIOPIA  
IRAN  
IRAQ  
JORDAN  
KAZAKHSTAN  
KENYA  
KUWAIT  
KYRGYZSTAN  
OMAN  
PAKISTAN  
QATAR  
SAUDI ARABIA  
SEYCHELLES  
SOMALIA  
SUDAN  
TAJIKISTAN  
TURKMENISTAN  
UNITED ARAB EMIRATES  
UZBEKISTAN  
YEMEN







# KEEPING THE PEACE

The U.S. Navy has been operating in and around the Arabian Gulf for well over ONE HUNDRED YEARS. It is a region rich in history, tradition and economic vitality. But it is also a region fraught with POTENTIAL STRIFE and UNREST. The Navy's presence in the Gulf, embodied as a numbered fleet, helps to QUELL this INSTABILITY and reinforce our nation's commitment to the bright future of everyone living there.

Together with other allied military forces in the region, this fleet is keeping the peace. Turn the page and set sail with the 5<sup>th</sup> Fleet.





Silver Ozzie Award  
Winner 1998

## 12 Vigilance and Volatility

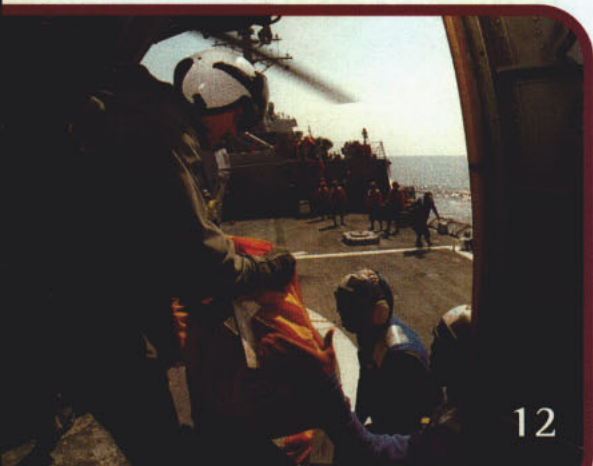
Sailors and Marines of the U.S. Navy's 5th Fleet are tasked with maintaining peace and stability in an area of responsibility covering 7.5 million square miles, including the Suez Canal, Red Sea, Northeast Africa, North Arabian Sea and Arabian Gulf. They don't have to look for a challenge. They live it everyday.

## 20 Guarding the Gulf

Since 1879, when Commodore Robert W. Shufeldt sailed the American man-of-war USS *Ticonderoga* through the Strait of Hormuz and into the Arabian Gulf, the United States has kept a close eye on this tumultuous region of the world, which has over the past half century become increasingly vital to national interests.

## 24 The Gulf's Pearl

Known as the "Pearl of the Gulf," Bahrain is an archipelago of islands about 20 miles east of Saudi Arabia and home to approximately 600,000 people.



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Secretary of the Navy  
The Honorable Richard Danzig

Chief of Naval Operations  
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Marie G. Johnston  
Managing Editor  
JPCS Steve Burghardt

Assistant Editor  
JO1 Robert Benson

Editorial Staff  
JO1 Ron Schafer  
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### DISTRIBUTION

Garland Powell

### ART AND DESIGN

Rabil & Bates Communication Design  
Creative Director  
Debra Bates

Graphic Designers  
David Chapman  
Aimee Schuppert  
Gene Thorp

### PHOTOGRAPHY

Photo Editor  
PH1 Jim Hampshire  
Photographers  
PH2 Joseph Gunder III  
PH3 Lena Gonzalez

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Fax: (202) 433-4747 or DSN 288-4747  
E-mail: [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil)  
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## 28 Port Hopping

When most Sailors think of port calls in the Arabian Gulf, they think of sun, sand and camels. Well, there is that. But there is so much more.

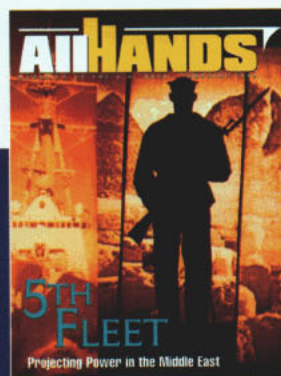


## 34 Examining Advancement

The date is set. The Navywide advancement exams are coming. You have studied everything on your bibliographies. You have gone over the occupational standards. You know what is expected for your particular job. You know what is going to be on that test. You are ready. Or are you?

## 38 Online Education

Sailors go to sea. That's just the way it is. But being deployed doesn't mean your dreams of obtaining a degree have to be put on hold. If you have a computer, access to the Internet and the ability to manage your time wisely, you CAN earn a degree... online.



### On the Cover

In a vital and volatile region that garners frequent international attention, Sailors and Marines of the U.S. Navy's 5th Fleet must always be ready.

Photo Illustration by  
JO1 Robert Benson



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## 40 Keeping Pace

Thanks in large part to programs like the Program for Afloat College Education, more and more enlisted Sailors are finding college degrees don't have to wait while they are at sea.



### On the Back Cover

Aviation Ordnancemen from Fighter Attack Squadron 37 (VFA-37) wheel a bomb cart carrying two 500-lb, laser-guided bombs toward an F/A-18 Hornet on board USS Enterprise (CVN 65) during Operation Desert Fox.

Photo by PH1 Todd  
Cichonowicz

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Check us out Online at:



[www.chinfo.navy.mil/navpalib/allhands/ah-top.html](http://www.chinfo.navy.mil/navpalib/allhands/ah-top.html)



LIGHT

SABRE







The trail of light created by an F/A-18 *Hornet*'s afterburner illuminates the flight deck of USS *Enterprise* (CVN 65) during strikes against Iraq in support of Operation *Desert Fox*.

Photo by PH3 Timothy S. Smith



# Letters



## Congressional?

Although often referred to as "Congressional Medal of Honor," as in the article [on page 8 of the November issue], isn't the nation's highest award simply titled "Medal of Honor?"

CDR Rich Hrezo  
Naval School of Health Sciences  
San Diego

According to the book *Medal of Honor Recipients: "The Medal of Honor is presented to its recipients by a high official in the name of the Congress of the United States. For this reason it is sometimes called the Congressional Medal of Honor."* ed.

## Harnessing Safety

I am a safety specialist working in the safety office at the Chief of Naval Education and Training [CNET].

I appreciate the fine work you are doing with *All Hands* magazine. No doubt you have quite an influence on all the young Sailors in the fleet.

It is with that influence in mind that I submit this [letter] to you.

On Page 44 of the November 1998 issue, a Sailor is shown cleaning windows on the island of an aircraft carrier. At first glance, it appears that everything is being done properly, i.e., safety goggles and a safety harness.

I invite your attention to the improper way the Sailor is wearing his fall-protection harness. In the event of a fall, it is highly probable this young man would be seriously injured because he did not take the time to properly adjust his

harness (look at the leg straps hanging down around his knees and the shoulder straps about to fall off his shoulders).

I recommend you consider writing an article about personal protective equipment and how important it is to wear it properly.

Mark Brownson  
CNET  
Pensacola, Fla.

## Shipmate, Sailor

I am wondering if you can print this letter for me. It's an important one.

What does the term shipmate mean to you? As I came up through the ranks, I always heard and still hear negative responses when a Sailor calls another Sailor "shipmate". I have often wondered about this and now I would like to address this attitude towards a very meaningful word.

When I think of a shipmate, I think of that Sailor who works side by side with you in port or at sea. It's that Sailor who shares the rough times, as well as the good times. It's that same Sailor who goes to general quarters and battle stations with you when tragedy strikes; and that same Sailor that you will entrust your life with. True shipmates are those Sailors with whom you

make lifetime friendships that can never be compared to anything. Look at the Sailor next to you and see if he or she fits that description, I think your answer will be "most definitely."

There is no other job comparable to the "U.S. Sailor." We put our lives in harm's way for what we believe in. We sacrifice time away from our families and loved ones when the rest of the world is working 9 to 5 and going home to their loved ones.

That individual word (shipmate) means so much to me. And yet a lot of Sailors are offended by that word because they just don't understand the true meaning. So next time a Sailor in your command calls you shipmate, take it as a compliment instead of an insult. Be proud you have a shipmate to serve with.

I take the word shipmate very seriously. I take it with pride and honor along with all Sailors before us who served their country with honor, courage and commitment. They have passed on this tradition with meaning and sacrifice. Always be proud of who you are, and tell that citizen or acquaintance that you are proud to be called "Shipmate!"

MSCM(SW/AW) Zoppy  
Command Master Chief  
USS *Paul F. Foster* (DD 964)

## Tell us something we don't know.

Send your comments to:

*All Hands*, Naval Media Center, Bldg. 168,  
NAVSTA Washington, Anacostia Annex (ATTN: Editor),  
2701 S. Capitol St. S.W., Washington, D.C. 20373-5819

or e-mail: [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil)



## CPO Scholarship Fund

The Senior Enlisted Academy Alumni Association (SEAAA) began taking applications Jan. 1, 1999, for CPO dependents. The program applies to active, Reserve and retired Navy CPO family members who are not on active duty.

Candidates can only participate in one of five categories:

- 1) Active Duty CONUS (East of Great Lakes, Ill. — including Great Lakes)
- 2) Active Duty CONUS (West of Great Lakes, Ill.)
- 3) Active Duty (Outside CONUS)
- 4) Reserves (TAR, TEMADD, etc.)
- 5) Retired (Fleet Reserve, all retired, medical, deceased or disabled)

Applicants must be entering a school during the 1999/2000 school year with the goal of obtaining an associate's, bachelor's or graduate degree.

Awards are provided directly to the school. Amounts awarded will be announced when candidates are selected to fill the five categories. Applications can be requested directly from SEAAA by submitting a business-sized self-addressed, stamped envelope to:

SEA Alumni Association  
Attn: CPOSF  
Naval Education and Training Center  
1269 Elliot Avenue  
Newport, RI 02841-1525

Applications can also be downloaded directly from the SEAAA web site: [www.seaaa.org](http://www.seaaa.org). Applications must be received no later than April 1, 1999. Selected students will be announced at the end of May 1999.

## Countdown to the Millennium



DAYS

334

HOURS

16

MINUTES

29

SECONDS

59

## Y2K and You

**Welcome to the first installment of "Y2K and You", a brand new column designed to answer your questions about the Year 2000 problem and its potential impact on the Navy. This month we visited with the CNO's Y2K Project Office, headed by RADM Steve Johnson, and asked them to provide us with some typical questions from the fleet. Here's what they had to say:**

**Q: The Year 2000 problem appears to be very complex. Will the Navy be ready in time?**

A: Over 80% of our Mission Critical Systems are completed, validated, and installed today. The rest will be done by October 1999. We start Integrated Battle Group Testing in February 1999. The Navy is fully mission capable today, and will continue to be well into the next millennium.

**Q: To learn how Y2K will affect my ship or station, whom should I contact?**

A: Start with your chain of command. Local Y2K coordinators are available for specific inquiries. Major commands such as Type Commanders, Fleet Commanders and System Commanders are putting detailed Y2K information and updates on the World Wide Web. You can get a great start in your Internet exploration of Y2K by checking

out the CNO Y2K Project Office website at <http://199.211.219.88/ny2k/ny2k.htm>.

**Q: I live in base housing. What is happening to ensure that I have power and water utilities on Jan. 1, 2000?**

A: Every Public Works Department is working in conjunction with base authorities, as well as with local utility providers, to ensure that all your utilities will achieve a smooth transition. Components such as power grids are being examined and evaluated, and contingency plans are being written, or are already in place, to compensate for any

isolated outages. Planning is in place to make Jan. 1, 2000 just another New Year's Day.

**Q: I use direct deposit. Is my pay going to be affected?**

A: This is a two-part problem. Our Pay and Personnel Systems are considered mission critical and are being implemented and tested along with our weapons systems. The Navy will be ready come Jan. 1, 2000. The second part is beyond Navy control. Because we all use different banks and each individual bank must also be Y2K ready for electronic funds transfer to work, we have to be ready in case the transfer fails. Contingency planning is being conducted to take care of any isolated problems. Most major banks are already Y2K ready, but it's still a good question for each of us to ask the financial institutions we use: "Are you Y2K compliant?"

### Do you have a Y2K question you would like us to answer?

Just go ahead and send it to us. We'll select a few questions every month and seek out the experts for answers. You can mail your questions to:

All Hands Magazine  
(ATTN: Y2K and You),  
NAVSTA Washington, Anacostia Annex  
2701 S. Capitol St., Bldg 168  
Washington, D.C. 20374.

Or you can send us an e-mail at [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil). Be sure to include your name, rate and duty station and don't forget to put the words "Y2K and You" in the subject line.



# Around the Fleet



LT John Scudi gives 8-year-old Devin Norcutt a personalized tour of a helicopter at the Naval Strike and Air Warfare Center in Fallon, Nev.

## Going the Extra Mile

**H**e runs marathons. He organizes bake sales and car washes. He solicits family members and friends for donations. LT John Scudi, an instructor and F-14 radar intercept officer, or RIO, at the Naval Strike and Air Warfare Center

(NSAWC) in Fallon, Nev., is doing whatever he can to raise funds for Devin Norcutt, an 8-year-old boy diagnosed with acute lymphocytic leukemia.

Scudi sponsors Devin as part of the Leukemia Society of America's *Team In Training* program, which pairs up thousands of runners, walkers and

cyclists across the nation with leukemia patients to raise money to find a cure. During the last four years, *Team In Training* has raised more than \$50 million.

Scudi first got involved with the program more than a year ago as a way of offering support to his wife, Alicia, who lost her father to leukemia-related cancer. After learning more about the program's cause, he made a commitment and ran his first marathon on Father's Day in 1997. His participation raised more than \$3,000 for leukemia research.

Now Scudi is preparing for another marathon set for May 2, 1999, in Vancouver, Canada. This time, Devin is serving as his source of motivation and inspiration.

"To be able to contribute to another person's life is a wonderful thing. Completing this run for Devin and aiding in the fight for this great cause is the least I could do," Scudi said.

"Although this child, at

times, may not fully understand the severity of what he's going through, I think it really touches people like him when someone other than a family member or a close friend shows him they care," Scudi said.

Even with his hands full preparing for his upcoming marathon, Scudi is finding the time to do just that — show Devin he does care.

By JO3 Michelle A. Lewis,  
Naval Strike and Air Warfare  
Center Public Affairs.

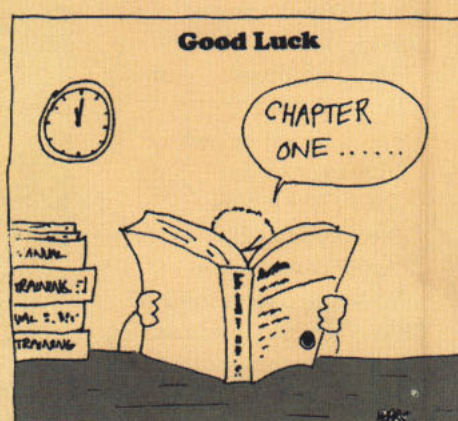
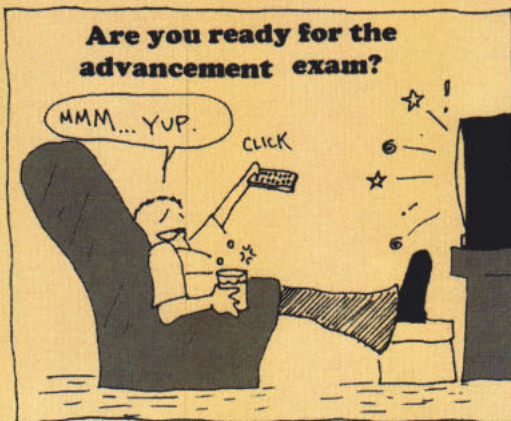
## Earning New Pins

The Navy's newest enlisted aviation, surface and Seabee combat warfare personnel qualification standards (PQS) programs have been completely overhauled.

There is almost no comparison between the old PQS program and the new one. In fact, the PQS development team, made up of more than 500 fleet subject matter experts and all force master chiefs, did not even use the old program as a reference.

## Ricky's Tour

By JO3 Mike C. Jones





"We knew going in that the products we would develop would affect every enlisted Sailor in the Navy," explained Master Chief Gunner's Mate (SW/AW) Tim Merrill, NETPDTC PQS production officer. "We started from ground zero, and we're very proud of the final product. We know it will work because it is what the fleet wants."

Here's a brief look at the PQS changes:

- Now candidates will have to complete the PQS core book and a unit-specific platform PQS.
  - The program is no longer voluntary. Enlisted Sailors E-5 and above serving in Type 2 and Type 4 sea duty assignments will now be required to complete the program within an 18-month window.
  - Program completion will now be a requirement for advancement to E-6 and E-7 for Sailors serving with these units.
  - Sailors will have to requalify upon reporting to different platforms.
  - Hard charging E-3 and E-4 personnel, if recommended by the senior enlisted community, may also participate in the program.
- "The new standards are unit specific," explained Senior Chief Aviation Systems Operator (AW) Bill Rainwater, NETPDTC enlisted warfare PQS coordinator. "If you are assigned to an aircraft carrier, for instance, then you will complete the PQS core book and the carrier platform. If you

*Continued on next page*

## Speaking with Sailors

**BU1 Poole, Hawaii**

**Q: Now that downsizing is over, will high-year tenure limits be raised?**

A: There have not been any recent discussions regarding a change to high-year tenure (HYT) limits. During downsizing, HYT limits were lowered to help shape the force at the back door, as we lowered the accession rate at the front door. We are still tweaking the force especially at the E-5/E-6/E-7 levels, and we are rounding the bend in improving advancement opportunity. Perhaps down the road, HYT limits will be raised, but at this time they keep the advancement system from stagnating at the E-5 to E-7 levels. Do not expect a change to HYT in the near future.

**RM3 Barrientez, Naval Computer And Telecommunications Area Master Station, Pacific**

**Q: How will the new warfare qualifications affect me on shore duty and what are the changes to the program?**

A: The new warfare program will not affect you while you are on shore duty. It is mandatory for Sailors who are E-5 and above to qualify within 18 months when reporting to a Type 2 or 4 sea duty command with a warfare program. Completion of the warfare program is required for advancement to E-6 and beyond for Sailors serving in these units. This advancement requirement does not apply to Sailors who have not had the opportunity to earn a warfare device.

The requirement to qualify is only one of the major changes to the warfare program. Personnel qualification standards (PQS) have also been modified. There is a Common Core PQS covering common topics shared by a warfare community and Platform-Specific PQS covering items that are unique to a specific ship type, aviation squadron or Seabee battalion. Sailors are now required to requalify when reporting back to Type 2 or 4 sea duty commands with warfare programs. Requalification must be completed within one year of reporting aboard.

If you are interested, you can get a copy of the program on the internet at [www.cnet.navy.mil/netpdtc/pqs/default.htm](http://www.cnet.navy.mil/netpdtc/pqs/default.htm)

**RM1 Purdy, Naval Computer And Telecommunications Area Master Station, Pacific**

**Q: Will the Navy use a 401K plan or thrift savings plan for retirement?**

A: The Thrift Savings Plan (TSP) has no direct bearing on the retirement system. Sailors often believe one would replace the other. This is not the case. TSP is being considered as a way of helping Sailors build a nest egg to assist with financial needs as the Sailor serves. I would also like to have the TSP as a meaningful learning tool to use in the early stages of a Sailor's career to stress the ease and importance of early saving and investment.

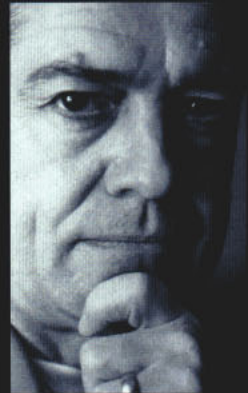


Photo by JO1 Robert Benson

**Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**



# Around the Fleet

transfer to a destroyer, you must then qualify at that platform.

"The end result," Rainwater continued, "will be Sailors who not only fully understand the mission of their command, but also the importance of their job in completing that mission. They will be more aware of the role that aircraft, ship or battalion plays, as a team, in the overall big picture of things."

The new PQS Program CDs were mailed out to Type 2 and

Type 4 sea duty commands in September. PQS books are now available electronically, via CD ROM and mailed out semi-annually. The program is available on the Internet at [www.cnet.navy.mil/netpdtc/pqs/default.htm](http://www.cnet.navy.mil/netpdtc/pqs/default.htm); on the NETPDTC Bulletin Board at DSN 922-1280/1364, or through the ship's SALTS system.

By JOC (AW) Jon Gagne,  
CNET Public Affairs.

## TIME CAPSULE

*In December 1950, All Hands presented a special report on atomic warfare at sea:*

"In order to meet [the] challenge [of an atomic attack], if it should arise, Navy men are now being taught the dangers as well as the limitations of an atomic bomb and of atomic attack.

An A-bomb attack, like the torpedo attack or the suicide plunge of a kamikaze plane, is a hazard of war which can cause untold damage if adequate measures are not taken to fight it. With heads-up damage control, however, the effects of a bomb burst can be considerably lessened."

The report dedicates 23 pages to "How to Defend Against Atomic Weapons" and covers the following topics:

- How to recognize a nuclear blast
- The "triple threat" of devastation produced by a nuclear blast (blast, heat and radioactivity)
- How decontamination works
- How to plan for an atomic bomb attack



## Damage Controlman Second Grade?



EM1(SW) Ferris Hayward, an instructor at the NETC Fire Fighting School in Newport, R.I., helps 2nd grader Alex Sloman with his helmet as he tries on firefighting gear.

**S**ure, lots of kids have had the chance to visit a fire station. They try on a pair of firefighting boots, pet a Dalmatian and even sit behind the wheel of a fire truck. But how many firehouses will turn on the water and touch off a real fire so the youngsters can feel the heat across their faces?

Eighteen 2nd graders from Aquidneck School in Middletown, R.I., recently took a field trip to Naval Station Newport's firefighting school and trainer in observance of National Fire Prevention Week and got the treat of a lifetime.

Damage Controlman 1st Class Jason Perry and Electrician's Mate 1st Class (SW) Ferris Hayward, both instructors at the school, volunteered to demonstrate basic shipboard firefighting techniques to the energetic youngsters.

Pupils Alex Sloman and Skyler Williams-Hamilton were allowed to dress in full firefighting gear, including an insulated suit, helmet, flash hood, gloves and boots.

The children then entered the firefighting trainer for a demonstration of what happens to a hose under pressure when a fire fighter loses control. The "wild hoses" with a heavy brass nozzle whipped and slashed around inside a huge tank, spraying water in all directions.

Before leaving the school, the students watched Perry drag a 175-pound dummy about 100 feet. Perry then let the children try to lift it. It took all 18 of them.

By Richard K. Alexander,  
Editor, Newport Navallog.



# Operation Desert Fox

Navy ships and aircraft played a vital role in the success of Operation *Desert Fox*, an operation designed to degrade Saddam Hussein's ability to deliver chemical, biological and nuclear weapons, as well as wage war against his neighbors.

During the course of *Desert Fox*, American and British warplanes flew more than 650 strike and strike support sorties and U.S. Navy ships launched more than 325 Tomahawk cruise missiles.



Crewmen on board USS *Enterprise* (CVN 65) keep track of operations on the flight deck using the "Ouija Board" during Operation *Desert Fox*.



Flight operations occur around the clock during the third wave of air strikes against Iraq.



The afterburner from an F/A-18 *Hornet* lights up the flight deck of USS *Enterprise* (CVN 65) as Commanding Officer, Captain Marty Chanik, monitors the first wave of strike aircraft.



A Tomahawk cruise missile (TLAM) is fired from an *Arleigh Burke*-class destroyer during the fourth wave of attacks on Iraq.

## A Full Platte

During their recent deployment to the Mediterranean, the crew of the Norfolk-based fleet oiler USS *Platte* (AO 186) accomplished an incredible maritime feat by transferring 500,000 gallons of fuel to eight NATO force ships in just six hours. What made their achievement even more impressive was the way the crew dealt with their most formidable challenge - overcoming the language barrier.

Boatswain's Mate 2nd Class Edward Klimek, *Platte's* winch operator, said the ship's rig team had to improvise by using hand signals in place of sound-powered phones to coordinate the underway replenishment with their counterparts on the receiving end of the fuel lines.

"It was exciting to refuel foreign ships," said the Grand

For ships at sea, an underway replenishment, or UNREP, is like pulling into a moving gas station. The one twist to *Platte's* six-hour, eight-ship NATO force UNREP was that the orders for fuel were taken in several different languages.

Island, Neb., native. "We had no choice but to find a different way to communicate with them."

Story by LTJG Phaedra J. Link, USS *Platte*

## Kitty Hawk Hero

The next time Airman Aviation Ordnanceman Barry Thomas attends a command function in formal attire, he'll be wearing a new medal - one that very few other Sailors will be wearing - the Navy and Marine Corps Medal for Heroism.

One cold February night, Thomas was playing dominoes with three friends at a home in downtown Bremerton, Wash. As he was getting ready to go back to his ship, USS *Kitty Hawk* (CV 63), moored at the Puget Sound Naval Shipyard, he spotted smoke coming from one of the bedrooms. A fire had started, trapping the 7-year-old son of the home's owner in the back of the house.

Thomas sprang into action. He snatched a coat to cover himself and burst into the burning bedroom, where the helpless child stood screaming in the center of the growing fire. Thomas immediately grabbed the boy and wrapped him in a blanket. By then, the door was engulfed in flames, blocking his escape. Thinking quickly, Thomas went to the nearest window and punched his way through the glass. He and the boy then jumped out the window and escaped to safety.

Within minutes, fire consumed the entire residence. But thanks to his quick actions, Thomas escaped with relatively minor injuries, and the boy escaped with his life.

By JO1 Mike Morley, USS *Kitty Hawk* (CV 63) Public Affairs.





Photo by PH2 Rebecca Kearns



Photo by JO2 Charles Neff



U.S. Navy Photo



# VIGILANCE AND

Top left: HM1 Thomas Jacob from USS *Hopper* (DDG 70) descends a merchant vessel into a waiting RHIB (Rigid-Hulled Inflatable Boat) during Maritime Interception Operations (MIO) in the Arabian Gulf.

Top Center: Marine Corps Lance Cpl. Christopher Taylor stands post near the front gate of the Administrative Support Unit Southwest Asia in Bahrain where he provides surveillance and cover fire for other security personnel.

Top right: USS *Mitscher* (DDG 57) launches a Standard Missile.



**THE 5TH FLEET IS READY.** In a vital and volatile region that garners frequent international

attention, Sailors and Marines of the 5th Fleet **MUST** always be ready.

While people around the world watch the region's events on the evening news, 5th Fleet forces serve right where it happens. Their mission is to maintain peace and stability in an area of responsibility (AOR) covering 7.5 million square miles, including the Suez Canal, Red Sea, northeast Africa, North Arabian Sea and, of course, the Arabian Gulf.

In this part of the world, Sailors don't have to look for a challenge. They live it everyday.

# VOLATILITY

## THE U.S. NAVY'S 5TH FLEET

### RUSH HOUR

Operating in the 5th Fleet AOR takes some getting used to, especially in the Arabian Gulf.

"You're surrounded by land everywhere, you've got all these territorial lines and all these shipping routes," said Quartermaster 2nd Class Paul Ferrell of USS *Milius* (DDG 69). "You have to keep an eye out for it. The hardest part of operating in the Arabian Gulf is making sure we don't run down any of these unmarked oil rigs that are everywhere out here, or stray into the wrong person's waters."

The Arabian Gulf measures about 90,000 square miles – nearly the same surface area as Lakes Superior, Michigan, Erie and Huron combined. Within these waters are oil rigs, islands, shoals and other navigation hazards, not to mention thousands of vessels – from 500,000-ton super tankers to 80-foot dhows. Mix in a carrier battle group or two, an amphibious ready group, a few more ships enforcing U.N. sanctions against Iraq and other international naval vessels, and the Gulf starts looking like a Washington, D.C. traffic jam during rush hour.

### BLACK GOLD

"When you're doing work-ups and training cycles stateside, you don't really get to see the reasons until you get out here and you're operating with the whole group," Ferrell said. "Here you feel like you're part of the big picture."

The "big picture" in the region is helping to maintain peace and stability in a region that is vital to U.S. national interests. The United States and other countries of the world depend on the oil resources in the region – a region which accounts





Photo by BILLIANO Dennis A. Hartog

## HERE YOU FEEL LIKE YOU'RE PART OF THE BIG PICTURE.

Above: QM3 Jay Kintner from Evergreen, Colo., uses a sextant to verify the position of USS *Cowpens* (CG 63), while underway in the Arabian Gulf.

for about 70 percent of the world's oil reserves. The United States imports approximately 20 percent of its oil from the Middle East, while Japan depends almost entirely on the area for its petroleum needs.

This "black gold" makes its way to world marketplaces via the Strait of Hormuz, a narrow waterway separating the Arabian Gulf from the Gulf of Oman and the North Arabian Sea. Only about 40 miles wide, the strait receives high priority from the 5th Fleet.

"Maintaining the Strait of Hormuz as a viable, navigable waterway is a major priority," said VADM Charles W. Moore Jr., Commander of the 5th Fleet. "Nothing is more important to us than keeping the strait open."

Threats to the strait, and to the entire region, come from nations appearing almost daily in world headlines. Somalia and Sudan suffer from internal political,

tribal and ethnic conflicts. Afghanistan's civil war and Pakistan's disputes with neighboring India can add fuel to the fire. And in the Gulf itself, Iran and Iraq pose significant and real threats to stability.

## POWER PLAY

Despite the confinement and high rate of traffic in the Arabian Gulf, 5th Fleet maintains a visible and powerful force to counter and deter threats to the area.

An aircraft carrier battle group provides aerial support to the coalition effort called Operation *Southern Watch* that enforces the no-fly zone over Iraq. It also has firepower to react instantly, should deterrence prove inadequate. The ability to land Marines ashore whenever and wherever needed from this littoral fleet comes from a deployed amphibious ready group. Additionally, two forward-deployed mine countermeasures ships



provide the capability to keep sea lanes safe for both military and commercial vessels, while supply and repair ships keep the fleet operating at full capacity.

The Sailors, ships and aircraft of 5th Fleet have proven their readiness time and time again.

In the summer of 1996, Saddam Hussein used military force against the Kurdish population in northern Iraq, despite international protests. In response, cruise missiles launched from Navy ships and submarines as part of Operation *Desert Strike* helped bring Iraqi aggression under control. The arrival of USS *Enterprise's* (CVN 65) battle group to join USS *Carl Vinson* (CVN 70) demonstrated the Navy's flexibility and ability to react to contingencies on very short notice.

In late 1997 and early 1998, Iraq again demonstrated an unwillingness to cooperate with U.N. weapons inspec-

tors. While diplomatic efforts continued in the hope of a peaceful solution, naval presence in the Gulf swelled as Operation *Desert Thunder* began.

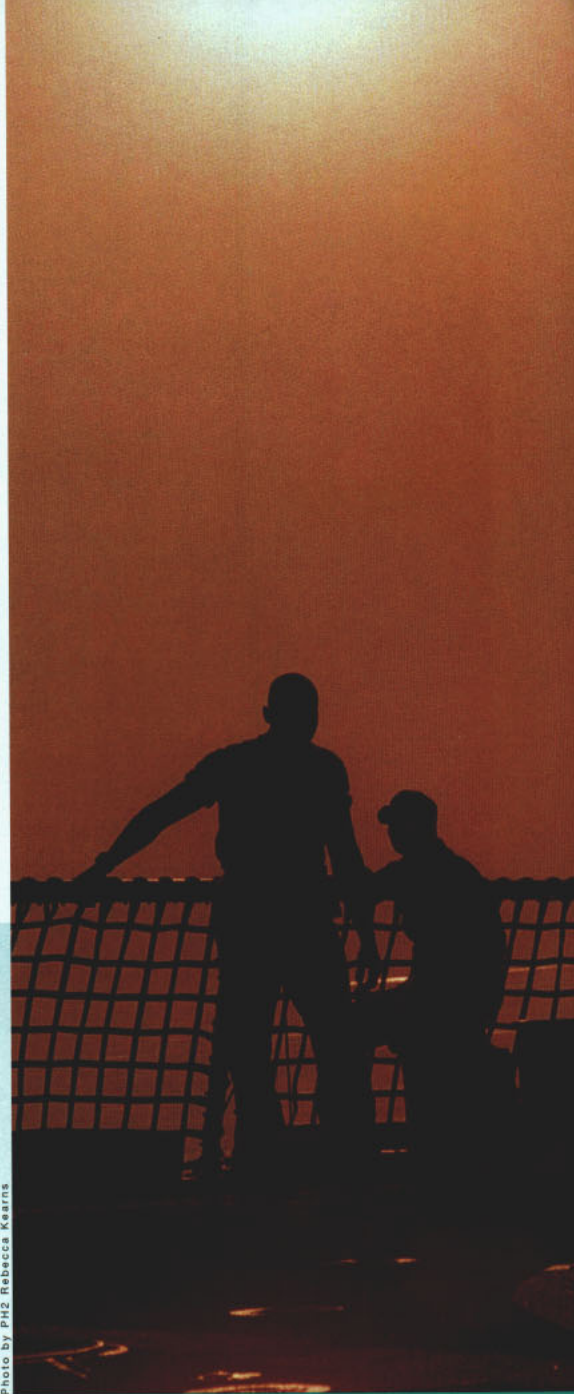
Within days of being notified, USS *George Washington* (CVN 73) arrived in the Gulf to join the *Nimitz* (CVN 68) battle group. USS *Independence* (CV 62) ensured the presence of two carrier battle groups, when she relieved *Nimitz* on station a few months later. These 5th Fleet forces, combined with allied and coalition ships such as the British carriers HMS *Invincible* (R 05) and HMS *Illustrious* (R 06), accounted for a fleet of 50 ships and submarines and 200 naval aircraft, which assembled in a matter of weeks to put some weight behind diplomatic efforts.

Without firing a shot, the combined force flexed enough muscle to bring about Iraqi compliance.



Photo by PH3 Mark P. Mollinedo

Photo by PH2 Rebecca Kearns



Sailors aboard USS *Hopper* (DDG 70) while underway in the Arabian Gulf.

A03 Robert Thomas from Byron, Ga., and A01 Roger Withrow from Union, W.Va., load a *Sidewinder* onto an F-14D *Tomcat* on board USS *Abraham Lincoln* (CVN 72) while on station in the Arabian Gulf.



# SAILORS AND MARINES IN 5TH FLEET MAINTAIN A CONSTANT VIGIL TO PROTECT THEMSELVES FROM POTENTIAL ATTACKS.

## SMUGGLERS AND TERRORISTS

While 5th Fleet must be ready to respond to contingencies, it also must deal with the shadowy world of smugglers and terrorists.

The use of terror in the region has a long history. Sailors and Marines in 5th Fleet maintain a constant vigil to protect themselves from potential attacks. They have also shown a capacity to respond to terrorist attack when vigilance fails.

Fifth Fleet Sailors assisted other American forces shortly after the bombing

of the Al-Khobar Towers in Saudi Arabia in June 1996. The explosion killed 19 U.S. servicemen and women, and injured hundreds of others. The Sailors aided recovery, rescue and security efforts.

When terrorists bombed the American embassies in Nairobi, Kenya, and Dar es Salaam, Tanzania, more than 250 people, including 12 Americans, were killed and about 5,000 were injured. Once again, 5th Fleet Sailors were called upon to help.

"I was devastated when I arrived," said Chief Electronics Technician (AW) Jeff Strickland, a communications security manager from the 5th Fleet staff. "I could still see smoke and people rummaging through the rubble looking for survivors. I wondered, 'What would possess somebody to do this?'"

Operation *Resolute Response* brought military assistance to the embattled embassies.

"We set up our communications plan on the aircraft while flying to Nairobi," Strickland said. "I helped reestablish communications with the Embassy, the Kenyan police and military, the Marine FAST (Fleet Anti-terrorist Security Team), and between the Joint Task Force headquarters and 5th Fleet."

Above: LT Garrett "Vinny" Krause and LT Mike "Buzz" Donnelly conduct patrol in an F-14D *Tomcat* of Fighter Squadron (VF-31) embarked aboard USS *Abraham Lincoln* (CVN 72).

Left: MMFN Brian Zitt drives the *Los Angeles*-class attack submarine USS *Tucson* (SSN 770) while operating in the Arabian Gulf.

Photo by LT Jim Muse



U.S. Navy Photo



AN Jimmie Jones asks a civilian entering the main gate of the Administrative Support Unit Southwest Asia, Bahrain, to step out of her car so he can check underneath it for explosives using a wide angle mirror.



Photo by JCS Charles A. Neff



# WHERE ELSE IN THE WORLD CAN SO MANY SAILORS STAY BUSY DOING SO MANY THINGS FOR SO LONG?



Photo by PHILAW/ Gloria J. Barry

A watchstander in the Combat Information Center (CIC) aboard USS *John S. McCain* (DDG 56) monitors activity in the Arabian Gulf.

Smugglers would also prefer to remain hidden from the world.

Since August 1990, a cat-and-mouse game has been played out between vessels carrying unauthorized cargo to and from Iraq in violation of U.N. sanctions/resolutions and those charged to enforce the sanctions as part of Maritime Interception Operations (MIO).

Ducking in and out of territorial waters, running without lights and hiding among commercial traffic, these

bandits continue to test the skill of the crews trying to stop them.

"There are a lot of contacts everywhere," said Seaman Apprentice Stephanie Collins of USS *Milius* (DDG 69). "Going 25 knots with contacts all around you is dangerous, especially with these little dhows that don't even have lights. You have to keep a good lookout for them."

Once queried and stopped, suspect vessels are boarded and checked for contraband. Not all smugglers are





MNSR Everett Morales reports a surface contact to the bridge while standing forward lookout watch in the Arabian Gulf aboard USS *Ardent* (MCM 12).

cooperative and some require more decisive action.

"We went to full power in the RHIB (Rigid Hulled Inflatable Boat) and chased [the suspected vessel] down," recalled QM2 Paul Ferrell, a member of *Milius'* boarding team, about a particular smuggler. "We came alongside them, spotlighted them and told them to stop. They didn't. We jumped up on the gunwale and spread out on either side. Then we entered the bridge and stopped the vessel."

Since the inception of MIO, ships from 15 different nations have helped enforce U.N. sanctions under the command of 5th Fleet. More than 25,000 vessels have been queried and more than 11,500 have been boarded for inspection. Almost 700 ships and boats have been

diverted to port as suspected sanctions violators.

For many in 5th Fleet, assignment to MIO is a favorite and exciting mission. As Collins remembers, "Chasing smugglers was really cool."

## THE EDGE

Where else in the world can so many Sailors stay busy doing so many things for so long? Fifth Fleet units are forward deployed to help protect vital interests and to keep peace in the region. As such, they are involved in every operation, more than 40 naval exercises a year, and remain on constant watch against nations and groups whose goal is to upset the fragile balance.

The capability and character of the 5th Fleet Sailor is the bottom line.

"I could take Sailors who serve in 5th Fleet and give them our adversaries' equipment and I have the confidence that they could win," VADM Moore said. "It is the quality of our Sailors in 5th Fleet that gives us the edge, not the technology."

Indeed, whether it's patrolling the Strait of Hormuz, enforcing the no-fly zone over Iraq, stopping smugglers or finding mines, the true "edge" for the Navy lies in its "best weapon" – the Sailors and Marines of 5th Fleet.

*Compiled from information provided by JOCS Neil Guillebeau, 5th Fleet Public Affairs.*



HISTORY OF THE U.S. NAVY'S

# GUAR

In 1879, American man-of-war  
USS *Ticonderoga* sailed through the  
Strait of Hormuz and into the Arabian  
Gulf. Her commanding officer,  
Commodore Robert W. Shufeldt, was  
sent on a diplomatic mission to  
strengthen American military and  
commercial ties to the region.



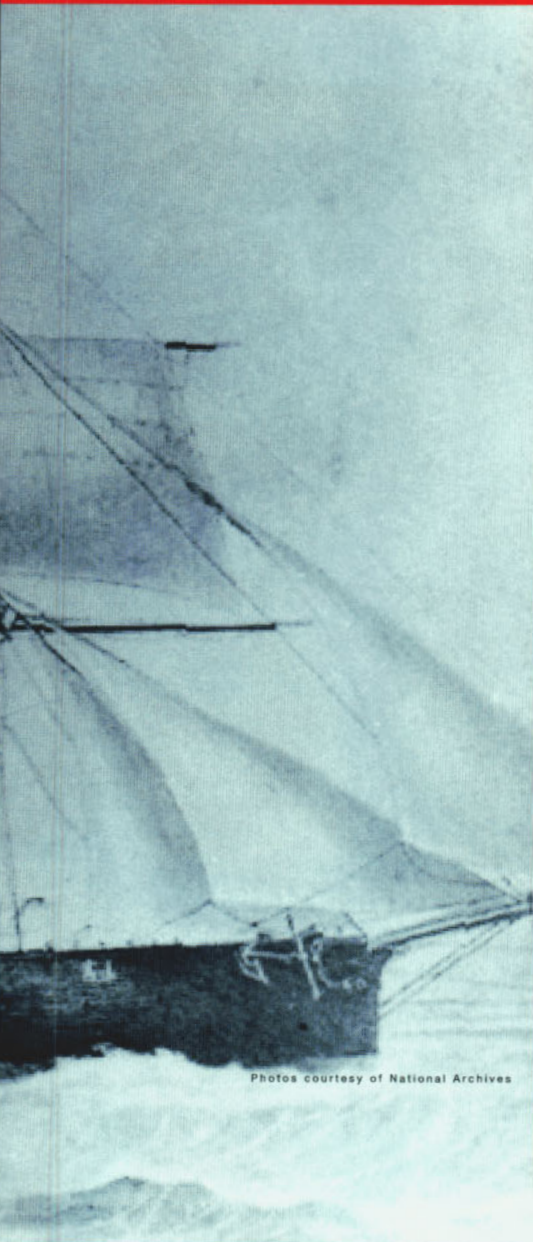


**PRESENCE IN THE MIDDLE EAST**

By JO1 Rodney J. Furry

# DING

## THE GULF



Photos courtesy of National Archives

Considered the birthplace of civilization, the Middle East's social and political stability has been tested time and time again for thousands of years. And although the Arabian Gulf measures less than 600 miles from the Strait of Hormuz to Basra, where it meets the Shatt al-Arab River, and is barely large enough to support an operational fleet, the U.S. Navy has maintained a permanent presence in the region for the past 50 years. Why? To maintain peace in an area of the world that has, over the past half-century, become vital to national interests.



## THE EARLY YEARS

The Navy's presence in the Gulf has grown steadily since 1879, when Commodore Robert W. Shufeldt sailed USS *Ticonderoga* through the Strait of Hormuz, making it the first American man-of-war to visit the Gulf. His diplomatic visit to Muscat and the Sultan Turki Ibn-Said reassured the strength of American commercial interest in the region, but it did little to inspire stronger diplomatic and military ties. Over the next



Commodore Robert W. Shufeldt

30 years, an industrial revolution and two world wars would bring the world to the Middle East's doorstep seeking to tap into her vast oil reserves.

World War I created the greatest need for petroleum products the world had seen to date.

Technological advances such as the internal combustion engine ushered in a new era of oil-fueled ships that were superior in performance and maintainability.

Meanwhile, the American oil industry continued to entrench itself in Middle East oil concerns based



## What's in a Name?

**A**DM Ernest King, Commander in Chief, United States Fleet, established numbered fleets in 1943 as a basis for task force designations and for specific geographic areas.

He designated 5th Fleet to operate in the Central Pacific Ocean. When major offensive operations began in the Central Pacific in the summer of 1943, VADM Raymond A. Spruance became both Commander, Central Pacific Force, and Commander, 5th Fleet, retaining only the 5th Fleet title by August 1944.

As naval activities in the Central Pacific increased and operations diminished in the South Pacific, the 3rd and 5th Fleets melded into a single organization, but the title varied, depending on whether VADM William Halsey, commander, 3rd Fleet, or VADM Spruance, Commander, 5th Fleet, exercised command. Leadership and the fleet number varied, because while one admiral commanded the fleet in a specific operation, the other admiral served ashore with his staff planning the next major offensive.

One of the most striking operations executed by the 5th Fleet was the capture of the Japanese island of Okinawa. Other battles involving the fleet included the Marianas Islands Operation, the Battle of the Philippine Sea and the Iwo Jima Operation.

In March 1945, Commander, 7th Fleet, assumed responsibilities for the control of the areas and the forces assigned to 5th Fleet, and the staff moved ashore to the west coast.

By July 1995, the development of events during the course of the past 46 years made a new numbered fleet necessary. Since the Gulf War, NAVCENT fulfilled the roles of both a naval component command and as the fleet command. Ships from the East and West Coasts comprised the fleet, but it operated without a traditionally understood structure or number. Navy leaders questioned the anomaly and raised the issue that ships deployed to the region "walked like a fleet, talked like a fleet and looked like a fleet. So, why not call it a fleet?" After a 48-year hibernation, the U.S. 5th Fleet was reactivated and it now cruises the Gulf in partnership with our friends and allies to help keep the peace and protect vital interests.

solely on its commercial value. But since major oil reserves in Texas supplied all of our needs at the time, official American policy toward the Middle East remained somewhat idle. Until 20 years later when World War II threatened Great Britain's imperial stranglehold on the region and created a new demand for fuel for the U.S. war machine.

## PERMANENT NAVAL PRESENCE

By 1943, American forces had fully occupied the Gulf region in support of the Allied war effort. The United States sent more than 30,000 troops to the area and strengthened the region's infrastructure by constructing pipelines, airfields, port facilities and communications networks.

The most significant event in the establishment of U.S. interests in the region was President Roosevelt's





In February 1945, President Franklin D. Roosevelt and Saudi Arabian King Ibn-Saud held a historic meeting aboard USS *Quincy* (CA 15) in the Arabian Gulf.

unscheduled visit with Saudi Arabia's King Ibn-Saud in February 1945 aboard USS *Quincy* (CA 15). The meeting strengthened Saudi confidence in America's commitment to the Middle East, even after the war's end. During the next four years, a Soviet display of force on Iran's northern borders, coupled with increasing anxieties about America's dwindling strength in the oil export business brought about an expressed need for a permanent naval presence in the Gulf.

Although a permanent U.S. Navy presence has been in place for 50 years, a permanent command in the area did not exist until after World War II. Through a slow evolution, ADM Richard L. Connolly, Commander in Chief, Northeast Atlantic and Mediterranean, was able to formally shape task forces in the area to give them a more permanent position. In 1949, he was able to turn over operational command to what would

eventually become the Middle East Force.

The meager force was made up of only a few destroyers, a seaplane tender and command aircraft based at Bahrain. But a foothold had been established. By 1951, CAPT Ernest M. Eller, Commander Middle East Force, would write a letter to then-Chief of Naval Operations Forrest P. Sherman stating, "Great nations are stirring and great events are shaping up in this part of the world. I hope the United States will comprehend them and be equal to the opportunity."

## GREAT WHITE GHOST

By 1966, the Middle East Force had grown to warrant its own flagship, USS *Valcour* (AGF 1). But it was "the Great White Ghost of the Arabian Coast," USS *LaSalle* (AGF 3), that would make the most enduring presence in the

Gulf. Established as flagship in 1972, it was painted stark white, just as *Valcour* had been, to reflect the intense sun that relentlessly pounded the Gulf.

On the eve of the Iranian hostage crisis in 1979, the first echoes of sentiment for establishing a 5th Fleet were heard following a Joint Chiefs of Staff Middle East strategy review. At the time it was deemed a bad idea despite the strain that was beginning to take its toll on the 6th and 7th Fleets.

Turmoil dominated the region through most of the 1980s, with Iran and Iraq at war. On May 17, 1987, two French-made *Exocet* missiles fired from an Iraqi warplane slammed into the superstructure of USS *Stark* (FFG 31). The guided-missile frigate was almost sunk and 37 American Sailors were killed.

## SURGE IN RESPONSE TO TENSION

Because the free flow of trade in the region was threatened as Iran and Iraq staged a "tanker war," a stronger U.S. stance became necessary. Then-President Ronald Reagan approved a request by the Kuwaiti government to reflag a number of tankers under the Stars and Stripes to afford them escort protection through the the vital choke point known as the Strait of Hormuz. Operation *Earnest Will* proved successful, but it wasn't long before the small country of Kuwait would become the focus of the entire world.

After the 1990 Iraqi occupation of Kuwait, the largest armada since World War II assembled in the Gulf in support of Operation *Desert Shield*, and ultimately Operation *Desert Storm* in 1991. The Middle East Force found itself operating under operational control of U.S. Naval Forces Central Command where it remained following the war. In 1993, *LaSalle* weighed anchor and departed for overhaul and reassignment as flagship for 6th Fleet.



By JO2 Brigitte Barnes

# THE GULF

Photo by Richard Nowitz





# 'S PEARL

## LIFE IN BAHRAIN

**B**ahrain, known as the "Pearl of the Gulf," is an archipelago of islands in the Arabian Gulf about 20 miles east of Saudi Arabia and is home to approximately 600,000 residents. The main island is 40 miles long and only 10 miles wide.

Scientists believe the island chain has been inhabited for about 50,000 years. Some of the flint tools found there suggest that agriculture may have been practiced in Bahrain as far back as 8,000 B.C.

Surrounded by the blue-green waters of the Arabian Gulf, its predominate features include low desert terrain, an abundance of date palm trees and lots and lots of sand.

"Bahrain is incredible because you see endless desert, then all of a sudden the city pops up," said Quartermaster 2nd Class Paul Ferrell, a native of New York.

Most Sailors receiving orders to Bahrain will serve at the host command, Administrative Support Unit (ASU) Southwest Asia, the 5th Fleet staff, or

one of 42 tenant commands. A few will be stationed at nearby satellite locations or at remote sites in the Middle East region, such as Hurghada, Egypt or Fujairah, United Arab Emirates. Additionally, Sailors assigned to helicopter detachments, such as HC-2 and HC-3 from Sigonella, Italy; P-3 and EP-3 detachments from various locations and Naval Reservists serve temporarily throughout the area of responsibility (AOR). Other temporary assignment opportunities exist for Sailors and reservists to use their skills both afloat and ashore in the region.

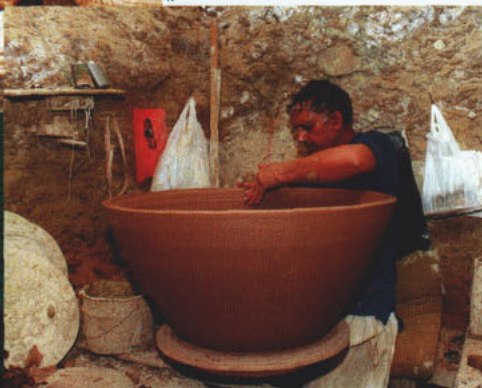
The current ASU bears little resemblance to the small, 10-acre compound it was as recently as 1991. In the past seven years, this "sleepy hollow" has expanded to 62 acres with \$23.5 million worth of new construction underway, including new transient bachelor quarters, a medical and dental clinic, a racquetball court, a chapel, a post office and several multi-purpose sports fields.

Two-year tours are the norm for most assignments.





Photo by Richard Nowitz



U.S. Navy Photo

nied Sailors serving ashore in Bahrain, while 12 months is the standard for those unaccompanied. Challenging work, good compensation and great housing are just some of the reasons many Sailors decide to extend their tours in Bahrain.

Drawbacks to serving in Bahrain are few for most Sailors and families, but it is important that Sailors seeking duty in the region talk early and often with their sponsors to get the proper perspective before moving. Adequate preparation before leaving the United States can ease the transition to duty in Bahrain.

With no on-base housing or barracks, living accommodations vary. For city dwellers, there are plenty of apartments to choose from. Those who prefer a calmer neighborhood environment can choose from compounds in the city or outlying suburbs of Manama. Grand villas, many with pools, become homes to those who like to live in a more secluded area.

The overseas housing allowance for all pay grades goes a long way in Bahrain. Some compounds offer homes in excess of 3,000 square-feet situated in the middle of what can only be called an "oasis" of date palm trees. Most homes are within 20 minutes of the ASU. Amenities within the compounds often include bowling alleys, modern gyms with aerobics, weight machines, indoor and outdoor pools, hot and cold Jacuzzis, saunas, steam rooms, playgrounds, etc.

Yeoman 3rd Class Michael Lombardo from Buffalo, N.Y., lives

in a two-bedroom flat about five minutes from the ASU. His fully-furnished flat includes two televisions, a VCR, maid service (twice a week), a microwave and all cooking utensils. His building also has a pool, Jacuzzi, weight room, sauna and game room.

"The flat is great for an E-4 living in the Navy. [It's] better than anywhere else I've ever lived," said Lombardo, who works for the

5th Fleet CNO-designated Command Fleet and Force Master Chief. "I've only lived in two places since I've been in the Navy – in the barracks in Meridian, Miss., and at Sigonella, Italy. If I could take this apartment back to the states with me, I would."

Overall, the cost of living is relatively high in Bahrain. Despite that, prudent Sailors and families do well financially because of a substantial Cost of Living Allowance (COLA), housing allowance, tax breaks and \$150 per month Imminent Danger Pay.

Many Sailors cite the friendly people, a great school system and a low crime rate as prime attractions of life in Bahrain.

"It's a lot safer here than in the states," said Disbursing Clerk 2nd Class (SW) Frank Jordan from Brooklyn, N.Y., a travel supervisor at the ASU stationed in the area since 1995 with his family.



"It's also a great place to live because the culture is so diverse."

The weather is temperate and comfortable October through April. Although rainfall averages about three inches a year, sunshine is the norm almost year round, and the summers will re-define "hot" for most people. In fact, the summer of 1998 was the hottest season of the century.

Children attend the Department of Defense Dependents School (DODDS) known as Bahrain School. It is unlike any other school in the DODDS system. In addition to military and other U.S. agencies, students and youth from about 50 countries attend the school as well. Scholastically, it rates high in the DODDS system.

Shopping on ASU is limited. A small ship's store stocks basic food items, toiletries, electronics and some clothes. Scarce uniform items are limited to rank insignias, ribbons, belts and buckles.

Most items available stateside can be found in Bahrain. Two new malls recently opened in Bahrain, complete with a modern "cinemaplex" showing newly-released movies.

Recognizing that life and duty so far away from home can be challenging, Sailors and family members who serve in the region for two years are eligible for a funded Environmental and Morale Leave (EML) trip, and another one for extending a year or more. "Funded" means that the Navy will pay the air fare for travel to places such as Germany, Switzerland, Thailand, Hong Kong or other destinations.

The possibilities are endless – travel, shopping, new cultures and a safe place to live and work. Enjoy your tour in Bahrain.

*Barnes is a journalist assigned to All Hands.*

## "\$50? No, I don't think so."

If you've ever bought a new car, you've experienced the art of bargaining, or haggling. It can be uncomfortable, embarrassing and just plain difficult. But most of us agree that paying a lower price on a new or used car is well worth the hassle. There are still places in the United States where Americans can flex their bargaining muscles – flea markets, garage sales and, of course, car dealerships. But most of the time, we pay whatever it says on the ticket. For Sailors stationed in Bahrain, bargaining with merchants is a way of life.

There are great deals to be made on brassware, frankincense, perfume oils, carpets, even gold and silver.

Of course, you must go up against the experts when bargaining in the Middle East. They do it all the time and they are very good at it. But with a little preparation, you can get a good deal on almost any item or service. Most merchants expect customers to bargain, and it can be a lot of fun for the buyer. You never have to pay top price when there is room to haggle!

Before you haggle for a car, you must be an informed consumer – meaning, you have to get as much information as possible about that car you want. The more information you have, the better your bargaining position. In the same way, you should always try to find out as much as you can about the items you want to buy when shopping in the Middle East, **BEFORE YOU GO SHOPPING!** For example, you can find out about the various kinds and quality of carpets by checking local newspapers.

Here are some tips to help you get the best deal while bargaining:

- Remember that merchants want your money as much as you do.
- When you find something you like, don't act too interested in it. Be casual.
- Take your own hand-held calculator, never flash a wad of money and never appear in a hurry.
- Ask for the "best price." If the merchant says something like, "For you, a special price," your return should be, "Great, then I know you'll like my offer." Continue the process by offering 50 percent less.
- Take your time, but be firm. To hold your interest, a merchant may offer you

tea, coffee or soda.

Graciously accepting does not obligate you to make a purchase from the merchant.

- If you intend to buy several items, such as a necklace, bracelet and a ring, from the same merchant, you might get a better deal if you buy in volume and bargain for the whole lot.
- Say up front that you will pay with cash (if you can). If you pay with a credit card, you usually will not get as good a deal.
- After the merchant's first counter offer, you go down - he goes up. Don't go up too fast. Let him move. Generally, you should reach around 70 to 75 percent of the original asking price.
- Continue the process and use your calculator to reduce the amount each time the merchant gives a counter offer until you feel he will not go any lower on the price.
- Don't worry if the merchant starts getting gruff. Continue to bargain until you feel you have reached the best price.
- Sweeten the pot by saying that you will tell your friends if you get a good deal. Ask for his business card.
- If the bargaining is slow, but you still think there is hope, pull out the exact cash you want to spend and say, "This is all I have. Do we have a deal?"
- Another tactic is to find another item that you like and add it to the pot. Increase the amount you are willing to pay, but only proportionally to the value of the additional item.
- If you have the time and think a deal is in the making, but not quite sealed, walk out of the store. The merchant may follow you. If not, return later and continue the process where you left off.
- Be at the shop when it opens or step inside minutes before closing – you might get the best deal of the day.

By staying firm but polite, you can get some great deals by bargaining. You will return home to the United States with some fantastic souvenirs and even better stories. You may experience a bit of culture shock when you have to go back to paying full price, but, hey, you might just be able to close that great deal on a new car.





# PORT H





When most Sailors think of **port calls** in the **Arabian Gulf** they think of **sun, sand and camels.** Well, there is that. But there is **SO much more.**

# OPPING



**F**rom parasailing, Formula 1 racing, paint ball and mountain biking to horseback riding, bowling and water skiing, you'd be surprised how much is possible at the many ports in and around the Arabian Gulf.

The ports might not be as familiar or easy to pronounce as Greece, Spain or Australia, but the experience can be just as memorable.

"I went to Al Jazeirah Beach," said Aviation Boatswain's Mate (Fuels) 3rd Class Chauncey Sims from Chicago, assigned to USS *Abraham Lincoln* (CVN 72). "We rode banana boats, and I even rode on a camel. It was awesome."

If you're on ship, chances are you will get to visit at least one port while in the Gulf. While these visits primarily happen in Bahrain, Abu Dhabi, Dubai or Jebel Ali, occasionally Sailors get to visit Qatar, Oman, Jordan, Yemen, Kuwait or even the Seychelles (tropical islands in the Indian Ocean).

Whether you decide to participate in water sports, camel rides or go-carts, remember to get out and see the beautiful country and meet the people.

"The Sunset Safari tours were a hit, four-wheeling, belly dancers and dinner in a Bedouin village," said Aviation Ordnanceman 1st Class Michael Shower from Jacksonville, Fla.,





Sailors from USS *Abraham Lincoln* (CVN 72) enjoy a traditional meal while ashore in the United Arab Emirates.

**WHETHER YOU  
DECIDE TO  
PARTICIPATE IN  
WATER SPORTS,  
CAMEL RIDES OR  
GO-CARTS,  
REMEMBER TO  
GET OUT AND SEE  
THE BEAUTIFUL  
COUNTRY AND  
MEET THE PEOPLE.**



Photo by Richard Nowitz

about his time in the United Arab Emirates while ashore from USS *Abraham Lincoln* (CVN 72).

In Bahrain, ships tie up at pierside at Mina Sulman. Larger ships anchor out and Sailors must take a short liberty launch or water taxi ride to the pier. Buses will take Sailors to the Administrative Support Unit (ASU). In the United Arab Emirates, ships moor at Mina Rashid or Mina Jebel Ali.

Taxis are usually your main mode of transportation in the region. If you take a taxi, insist that they use the meter – most taxi drivers will want to bargain the fare. It is your choice, but you will usually “fare” better with the meter. If you bargain, agree on a price **BEFORE** you pull into traffic.

“In Bahrain we talked a lot with the cabbies because they were being nice, and they’d tell us all the best places to go,” said Sonar Technician 3rd Class Eric Eroost from Salem, Ore., assigned to USS *Milius* (DDG 69). “When we went to the *souk*, they had a guy walk us to the gold *souk*, or market, to show us where it was because we didn’t have a clue. The place is huge.”

If you’re just not up to the adventure of local cuisine, then you’re in luck. American fast-food restaurants like McDonald’s, Pizza Hut, KFC, Hard Rock Cafe and Dairy

*Continued on page 33*





SAILORS WHO WALK  
OFF THE BROW  
IN THE GULF GET  
THE CHANCE OF  
A LIFETIME FOR  
ADVENTURES  
IN A BEAUTIFUL  
EXOTIC COUNTRY,  
RICH WITH  
TRADITIONS.

## DESERT DEMOGRAPHICS

By JO2 Brigitte Barnes

### SAUDI ARABIA

Saudi Arabia has a land area of 756,981 square miles and a population of 18,729,576 with a growth rate of 3.68 percent. The population of Saudi Arabia is 90 percent Arab and 10 percent Afro-Asian. The country has two-thirds of the world's oil and natural gas reserves (315 billion barrels of oil and 235 trillion cubic meters of natural gas).

The number of students at all levels of education rose from 600,000 in 1969 to some 4 million in 1996. The average annual increase during this period was 7.1 percent for male students and 13 percent for female students.

### BAHRAIN

Bahrain has a land area of 239 square miles and has a population of 575,925 with a growth rate of 2.58 percent. The population is 63 percent Bahraini, 13 percent Asian, 10 percent Arab, 8 percent Iranian and 6 percent other.

Bahrain is an archipelago of 33 islands, only two of which are inhabited, with a total land area in excess of 300 square miles. Its name is derived from two Arabic words "thnain Bahr" meaning "two seas" and refers to the phenomenon of sweet water springs under the sea which mingle with the salty water. This phenomenon is believed to be responsible for the unusual luster of Bahrain's natural pearls, the country's major economy before the discovery of oil.

### QATAR

Qatar is the length of the peninsula from south to extreme north is about 160 km, and the total area including the island is about 11,427 square kilometers. Qatar is bordered by the kingdom of the Saudi Arabia to the south, the United Arab Emirates to the southeast and the State of Bahrain to the west.

### YEMEN

Yemen has a land area of 203,797 square miles and a population of 15,804,654 with a 3.7 percent growth rate. The population of Yemen is 95 percent Arab and 5 percent Afro-Arab, Asian and other.

### JORDAN

Jordan has a land area of 34,445 square miles and has a population of 4,100,709 with a growth rate of 2.69 percent. The population is 98 percent Arab and 2 percent other.

### UAE

The United Arab Emirates have a land area 29,182 square miles and a population of 2,924,594 with a growth rate of 4.55 percent. The population is 50 percent South Asian, 23 percent other Arab, 19 percent Emirian, and 8 percent are other expatriates.

### IRAQ

Iraq has a land area of 168,023 square miles and a population of 20,643,769 with a growth rate of 3.72 percent. The population is 75 to 80 percent Arab, 15-20 percent Kurdish, and 5 percent Turkoman, Assyrian and other.

### IRAN

Iran has a land area of 613,660 square miles and a population of 64,625,455 with a growth rate of 2.29 percent.

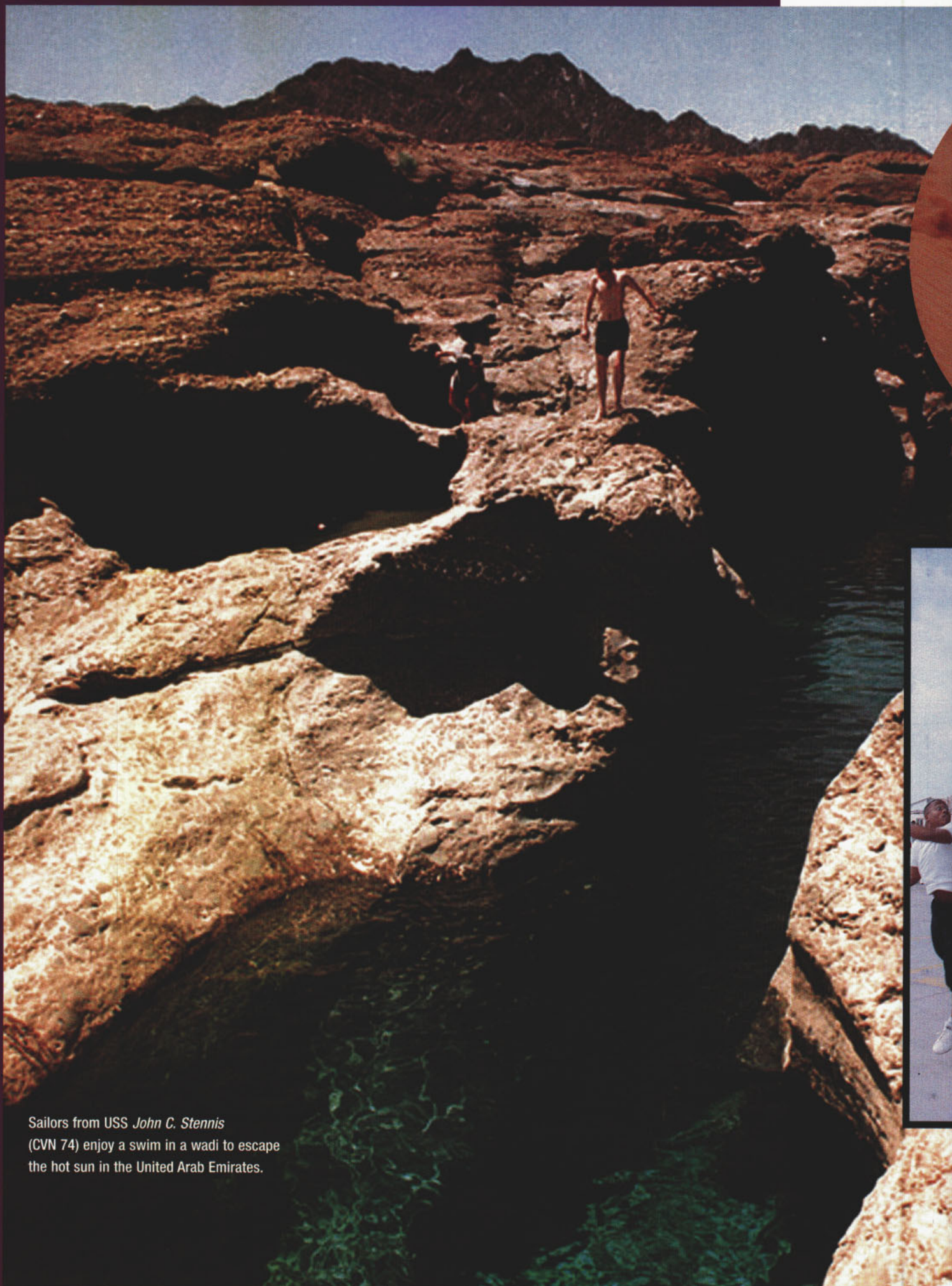
### OMAN

Oman has a land area of 82,029 square miles and a population of 2,125,089 with a growth rate of 3.71 percent. The population is 73 percent Omani Nationals, 20 percent Asian and 7 percent other.

### KUWAIT

Kuwait has a land area of 6,880 square miles and a population of 1,817,397 with a growth rate of 7.46 percent. The population is 45 percent Kuwaiti, 35 percent other Arab, 9 percent South Asian, 7 percent other and 4 percent Iranian.





Sailors from USS *John C. Stennis* (CVN 74) enjoy a swim in a wadi to escape the hot sun in the United Arab Emirates.







Photo by PH3 Joseph Hendricks

AT2  
James  
Warner from  
Trenton, N.J.,  
shows off his stuff  
during a sand boarding  
exhibition hosted by USS  
*George Washington's* (CVN 73) MWR.

Photo by PH2 Kevin Graves



Sailors from USS *George Washington*  
(CVN 73) window shop in the gold souk  
during a visit to the United Arab Emirates.

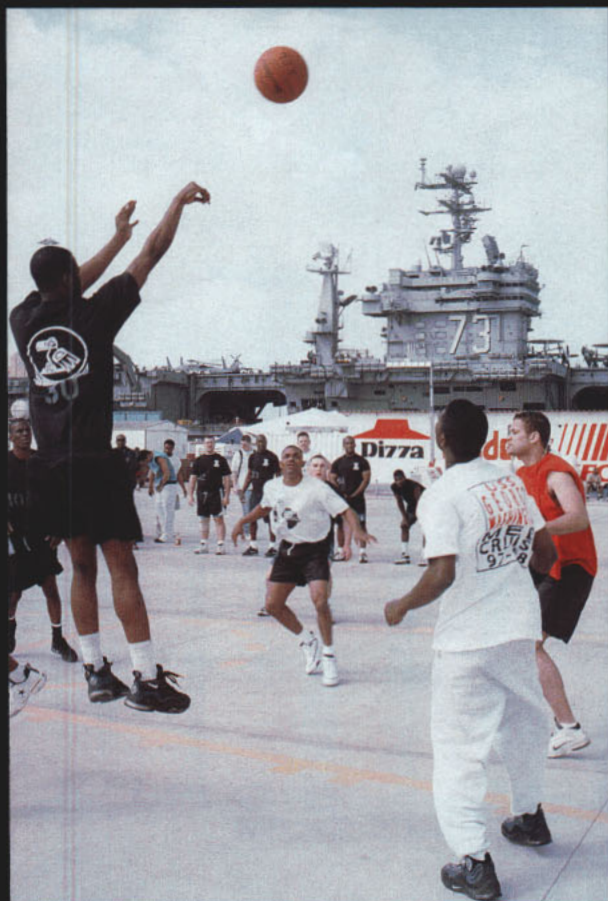


Photo by PH3 Joseph Stravel

Sailors from the USS *George Washington*  
(CVN 73) play basketball during a port  
visit to the United Arab Emirates.

Queen can be found throughout many of the larger cities.

While in port in the area, Sailors are required to act and dress conservatively while enjoying the culture and hospitality of their Arab hosts. Remember, while touring the countryside, locals consider it offensive to photograph Muslim women. A little hint: ask permission before photographing anybody.

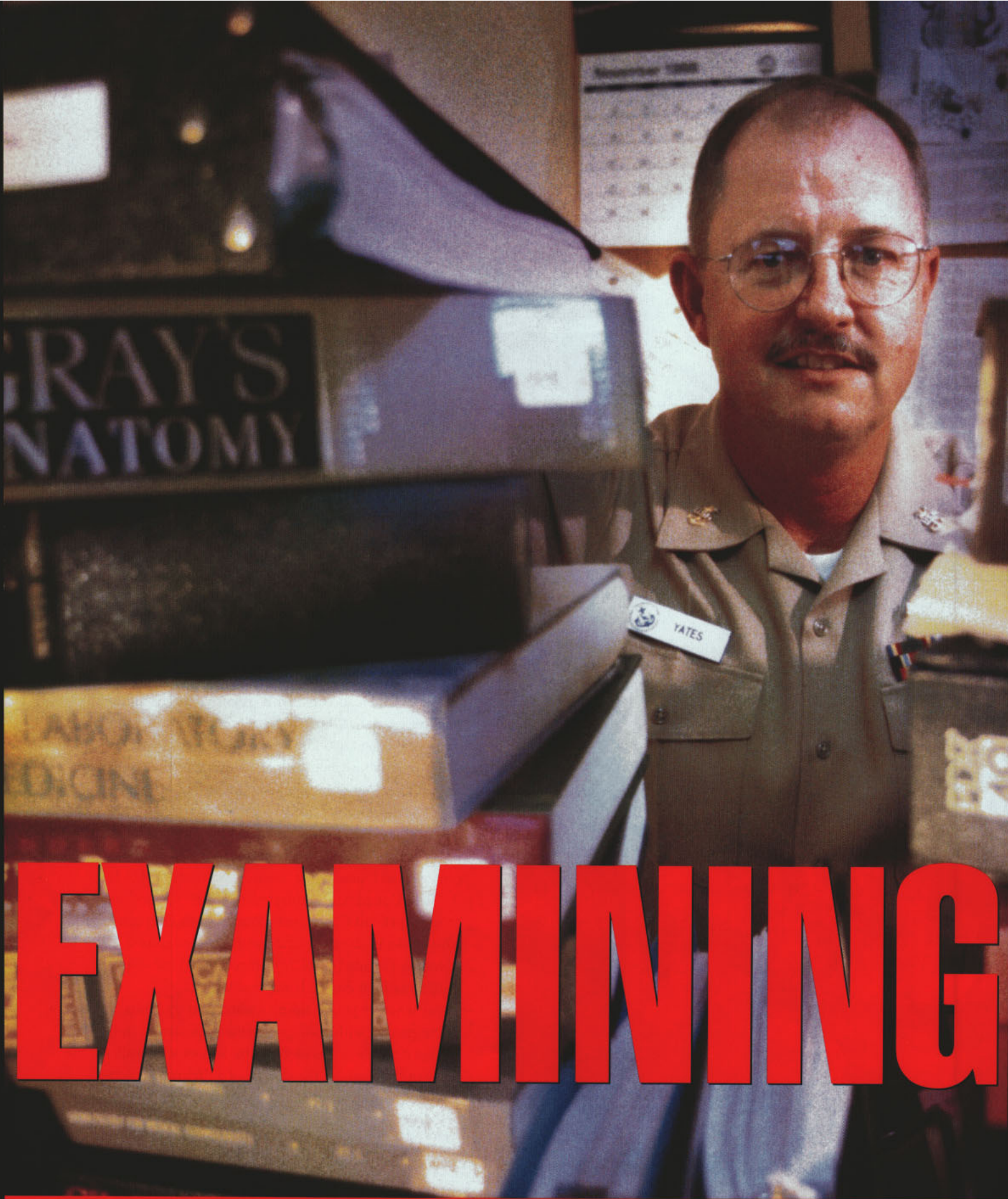
Many establishments serve alcohol, but the countries do not tolerate public intoxication.

"It was enjoyable. I did a lot of shopping for gold and jewelry," said Aviation Boatswain's Mate (Handling) 2nd Class Terrance Flournoy from Piermont, N.Y., about his port visit to Dubai while aboard USS *Essex* (LHD 2).

"The United Arab Emirates is a great country," said Storekeeper 3rd Class Lonny Wedell from Hesperia, Calif., who works in the air traffic control center aboard USS *Abraham Lincoln* (CVN 72). "It reminded me of the California high desert. It was really nice."

So, whether you're riding a water taxi up Dubai Creek, or bargaining with gold merchants at the souks in the United Arab Emirates or Bahrain, Sailors who walk off the brow in the Gulf get the chance of a lifetime for adventures in a beautiful, exotic country, rich with traditions.







## Exam writers

All advancement exams are written at the Naval Education and Training Professional Development and Technology Center (NETPDTC), located at Saufley Field, Pensacola, Fla.

Exam writers are the subject matter experts for their particular rate. When the exam writers sit down to write an exam, they have to know what the Sailors in a rate actually do in the job.

Exam writers find the list of things a Sailor, at each pay grade, should know how to do in the Occupational Standards (NAVPERS 18065).

One occupational standard can be used to develop several questions. For example, according to the rate-specific standards for hospital corpsmen, every corpsman should know how to transport a patient, whether by wheelchair or stretcher. The test writer can develop many questions from that, depending on the situation.

## Trick questions

According to many Sailors, sometimes there seems to be more than one correct answer to a question. "We don't have 'trick questions,'" said Master Chief Hospital Corpsman (SW/FMF) Larry Yates, Hospital Corpsman Advancement Exam, Training Manual and Advancement Handbook Writer. "When I write an exam, my exam answers are meant to be close. The reason for that is you either know the answer, or you don't. The wrong answers are called 'distracters.' They are meant to distract you. The most-knowledgeable candidates know the information.

"Every question on the exam must be supported by an occupational or naval standard and a reference," said Yates. "I can't write a question without a reference."

Photo by JO1 Robert Benson

**T**he date is set. The Navywide advancement exams are coming. You have studied everything on your bibliographies. You have gone over the occupational standards, and you know what is expected in your particular job. You are ready. Or are you? You open the test and that sick feeling begins to well up from the pit of your stomach. You've studied all the wrong things! Where did all these questions come from? They seem like they were plucked out of the sky.

You've just experienced what thousands of Sailors face every six months at advancement-in-rate exam time – the frustration of taking the test.

# ADVANCEMENT



## Bibliography

The references are all on a bibliography, which is used by Sailors to study for the exam. It contains all the books and instructions needed for the next exam. They are written after the exam has been completed and are released six months prior to the next one.

"Different writers choose how they want to do their bibliography for their particular rate," said Chief Legalman (AW) Mary Morgan, legalman advancement exam, training manual and advancement handbook writer. "The subject-matter expert can choose to be more specific or more general. For example, one of my references is the Manual for Courts-Martial. If I put just that manual on the bibliography, it really doesn't help my Sailors [when they] study. They would have to read the whole thing. I choose to be more specific. I'm going to take the JAG [Judge Advocate General] Manual and break it down into articles. I believe this will make studying less overwhelming."

Each exam has 150 questions — 135 are rate-specific and 15 are military requirements. The only exception to this is for Seabee ratings. They are given 20 military requirement questions, five of which are Seabee Combat Readiness related. If you are attached to a Seabee battalion, but are not in a Seabee rating, you will only have 15 military requirement questions.

All exams are prepared 12 months in advance, according to Yates. That gives plenty of time for proofreading and accuracy checking. The exam goes through many versions before it is finally approved and serialized. For example, each item is checked for grammatical correctness. One item can be either a question or a statement. The exam is also checked to make sure every question is supported by a reference.

## The Day of the Exam

Every exam writer is in Pensacola taking the same exact exam as the fleet on the same day. "We check the exam over for references," said Yates. "Are they still current? Do I understand the questions I've asked? If I don't understand a question, how can I expect my Sailors to?"

## Answers

After the exams have been given, the answer sheets are sent back to NETPDTC to be scored. Each answer sheet is put into a scanning machine, which reads the answer sheet and loads all of the information into the computer.

"After 75 percent of the exam answer sheets have been scanned, we take a look at the answer key," said Yates. "We ask ourselves, 'Were there any particular problems with the questions?' For example, if the correct response to a question was '1,' but everyone answered '4,' I'll ask myself, was the question written properly? Was it understandable? Did the reference change? If the reference changed and now '4' is the correct answer, I'd change the answer key."

Discrepancies also slow down the process. "It is very important to make sure all the information on your worksheet is correct," continued Yates. "Don't sign it if there is something incorrect on it. It's your career."

Historically, the No. 1 cause of discrepancies is an incorrect Social Security Number entered on the exam answer sheet. So, people need to double check the information before handing in the exam.

## Scoring System

Ever wonder why the exam is only worth a maximum of 80 points, when there are 150 questions? The Navy uses a NORM reference scoring system. This measures your performance relative to the average performer.

All raw scores are converted to a standard score. The standard score is a reflection of how well you did compared to your peers taking the same exam. NETPDTC first averages all the scores to get the "arithmetic mean," and then averages how far

each score is from the mean. Your score is a direct reflection of any relative difference.

In other words, the exam score range is 20 to 80. The average standard score in the Navy is 50, according to Yates.

Let's say on an exam, the average number of correct responses out of 150 questions is 72. That 72 is converted to 50. Depending on how many more or less than 72 you got right is where you will score.

## Getting Advanced

So the answer sheets have been scored and the discrepancies have been corrected. The Navy Personnel Command (NAVPERSCOM) tells NETPDTC how many of a certain rate to advance, based on the number of vacancies. For example, if the Navy has 400 HM1 billets to fill, NETPDTC takes the list of all the final multiple scores and goes down from the top down to No. 400. Whoever is No. 401 missed being

advanced because there weren't enough billets.

The results are announced and the profile sheets are sent out. Your profile sheet shows how you did on the exam. This past September was the first active-duty cycle to use the new profile sheet (see related story, page 30). You can view the new profile sheet and your bibliography by connecting to the NETPDTC web page at [www.cnet.navy.mil/netpdtc](http://www.cnet.navy.mil/netpdtc).



## The Next Cycle

So, what do the exam writer's recommend to help you do well on the exam?

"Use the bibliography," said Morgan. "Start studying early. I recommend starting to study for the next exam as soon as you complete the current one. That's when the bibliography comes out. We don't want Sailors to wait until the last minute to study. I believe that is why some people are better test takers than others. My best advice is to just calm down, don't cram. Just relax and go in there with the mind set, 'I'm going to do the best I can.' Also, remember that just because you PNA'd the exam, it doesn't necessarily mean you didn't do well. There are always other factors to consider, such as available money, number of billets and how well everyone else did. Just keep going. The system still works and it works well. Keep studying and keep moving forward."

"Take a look at your occupational standards and your Professional Advancement Requirements (PARS)," said Yates. "If you can do everything on those lists, there's no question an exam writer can ask you that you can't answer. Just remember, those are only two sources that we use."

So, it's March. You sit down to take your exam. You've studied everything on your bibliography and you have gone over your occupational standards. You are ready. There's nothing you can't accomplish. You have three hours to complete the exam. Begin.

*Barnes is a journalist assigned to All Hands.*

## Exam Myths

**Myth 1:** The exam writers code the exam.

**Reality:** The exam writers do not code or follow any pattern. The exam writers have a computer program that helps them write the exam. The questions and answers are input into the Examination Development System (EDS). The writers format the exam and the program helps develop it.

**Myth 2:** If you have no idea what the answer is, pick "3."

**Reality:** The test writers don't write trick questions and there aren't any more correct '1's than '2's, '3's or '4's.

**Myth 3:** On a 150-question test, if the maximum score is 80, then 70 questions are tossed out.

**Reality:** All questions are used for scoring unless there is a valid reason to delete them (outdated equipment or materials).

**Myth 4:** Exam writers pick questions out of the air.

**Reality:** All questions have to be supported with a reference.

**Myth 5:** If a question is thrown out, one Sailor will be affected more than another.

**Reality:** Since all questions are used for scoring, a discarded question will affect everyone equally.

## A New Profile

The new rating exam profile sheet, which saw its first use this past exam cycle, will help to take some of the mystery out of how well you performed and what exactly goes into your "final multiple." The new profile sheet, designed by a team of military and civilian personnel at Naval Education and Training Professional Development and Technology Center (NETPDTC), Pensacola, Fla., is going to make it easier for Sailors to figure out not only how they fared on their rating exam, but also how they rated among their peer group.

"The new profile sheet gives the Sailor a better representation of his relative standing to his peers by laying it all out," said Master Chief Personnelmen Bill Renaud, an exam writer at NETPDTC.

A new row of data includes the "average of candidates advanced in your rate." Here a Sailor can see what average numbers the selectees had, including standard score, performance mark average and other factors. The new sheet provides "instant, useful feedback just by comparing the candidate's numbers against those of the Sailors who got selected," said Master Chief Electronics Technician Thomas Bossa, one of the exam writers who helped propose a new design. "This allows the Sailor to better focus his or her preparation efforts for the next promotion cycle," said Bossa.

"The information that went into someone's final multiple has always been out there, it's just that no one knew quite where to go to get it," Bossa added.

The whole idea to revamp the profile sheet came from the exam writers at NETPDTC. They wanted to design something that would show more of the "whole Sailor." This new sheet details how a Sailor's performance, longevity, awards and PNA points all play a part in the final multiple. There is also a break down of the questions by section so Sailors can actually tell how well they scored in a particular section.

Bossa hopes the new sheet will help clear up a lot of misconceptions with exam scores. "With the old profile sheet, you might get only nine of 20 questions correct and you'd get a "Superior" (S) – if most everyone else who took the same test scored lower. With only an "S" to go by, a person could believe they were very knowledgeable about this topic (and avoid studying it) while, in fact, in raw score they only got 45 percent correct. The new profile sheet gives Sailors both raw score and percentile standing, so they can [draw] better, more informed conclusions."

Bossa and a few other exam writers came up with an initial profile sheet proposal that was sent off to the Senior Enlisted Academy (SEA) for their evaluation. What the students at SEA sent back formed the basis for the new profile sheet.

With the new profile sheet, Sailors can see the "big picture" and how they fit in, what each score means and where to look to bring up the numbers for the next cycle.

*Gunder is a photojournalist for All Hands*



# Online Education

By JO2 Jeremy Allen

If getting a degree is something you want, you might consider an online course of instruction. Sailors go to sea. That's just the way it is. But being deployed doesn't mean your dreams of obtaining a degree have to be put on hold. If you have a computer, access to the Internet and the ability to manage your time wisely, you can earn a degree online.

Step out of the classroom and into the chat room. That's where you'll find Sailors getting educated today. Traditional classroom instruction is quickly giving way to flexible, online computer classes through Distance and Non-Traditional Education Services, or DANTES.

"DANTES provides academic courses ranging from high school to graduate level through nearly 100 institutions," said Jim Rumpler, DANTES distance learning program manager. "The DANTES course guide even breaks down the choices for DOD-approved schools that offer high school to graduate programs. The guide lists approximately 100 associate, 225 baccalaureate, 100 graduate degree and about 45 credit-bearing certificate programs all available at a distance."

"Distance education [DE] is the wave of the future," said Senior Chief Journalist (SW) James S. Baron. "I run into more people with master's degrees who have earned it through DE. Society is different today. Moms and Dads work, have families, cook, clean and do the dishes at night. Nobody wants to sit in class until 10:00 p.m., after all that. DE is a convenient way to earn a degree at non-traditional hours and on the week-ends when most classrooms are closed."

Baron, who has been enrolled full time as a graduate-student at the University of Phoenix, since June 1997, will receive his Masters in Education in June 1999 after completing his thesis.

Imagine that – completing your thesis paper on the computer and then e-mailing it to your professor in another state or country. With online courses, you have that and many more options available.

"You have the ability to communicate with others through the voice mail program," said Raymond J. Andreno, a Navy family member whose wife is stationed at NAS Jacksonville, Fla., and is getting his degree in fire science. "It allows you to do some work, stop for something else, and come back to it at any time of the day."

According to the University of Maryland, which offers 13 undergraduate and five graduate degrees online, more than 138 Sailors have joined up for DE classes during the last year. "Our students are in all 50 states and on seven continents," explained Dr. Kathleen M. Burke, Assistant Dean for Distance Education. "Online courses are great for military personnel because they have a great need for flexibility."

Having the freedom to work any time of day or night allows you to work around the Navy's schedule and still complete your homework assignments on time.

"I can take it with me on the road," said Chief Engineman (SW) Jim Ballou, stationed at Space Warfare System Center Chesapeake Detachment, Japan. "All that is required is an e-mail account and the ability to access it to send and receive course work."

Traditional time and location restrictions might be lifted, but that doesn't mean the assignments are any easier.

"Even though you can be flexible and work on your course at your pace, you can't let yourself get too far behind," said Master-at-Arms 1st Class Dave W. Bruce, a behavioral science major assigned to Naval Criminal Investigative Service, Washington, D.C. "Your assignments will add up if you put them off."

Remembering to check in with your professor is important.

"Any time you're dealing with people over long distances, there's going to be some sort of communications problems," said Baron. "So you've got to realize you have to pick up the phone and make contact with your instructor. Fortunately, the program I am enrolled in is superb. There's a web site with a library and research lab available for us on-line. People are available 24-hours a day, toll-free, and they are willing to answer my questions and concerns."

"There's no reason why everyone in the Navy cannot complete a degree this way at their own pace," added Baron. "Get your Page 4s reviewed, CLEP what you can, attend night school and take DE courses. You'll be finished before you know it! The toughest part of off-duty education is getting started. Once you're on a roll, education is addictive."

*Allen is a photojournalist assigned to All Hands.*



# Tips on Selecting a DE Course

The following are tips that may help students successfully select, plan and complete DE courses and programs.

1. Enroll for a definite reason that you can verbalize and outline on paper. Define solid goals (degree or knowledge needs, not frivolous purposes). Will the course or courses help advance your military career?
2. Obtain a clear, complete description of the course. Call the school and ask for a catalog. Know exactly how your course fits into your degree plan. Select your course based on legitimate needs.
3. Ensure your school will accept the course you are taking, and that the course will satisfy a definite degree requirement. Give your home school a copy of the description. Will the course fit where you need it?
4. Consider enrolling with a friend. Study with a partner. Distance learning students need a support group.
5. Devise a reasonable study plan. You don't have a teacher to dictate your study schedule, so write out your plan and "attend" your class at least three times each week.
6. Check your plan against the course outline and study guide provided by the school. Ensure they both look realistic when balanced with your work schedule, family and other obligations.
7. Include milestones to be reached at the time you specify. Be reasonable. Set aside some time to reward yourself when those milestones are passed, not before!
8. Students who start early are most likely to complete the course successfully. Don't delay starting. Begin as soon as you receive your first lesson.
9. Tell someone you respect about your course. Discuss your course with that person occasionally. There is a difference between involvement and commitment.
10. Include checkpoints in your plan. Check your progress periodically. Be honest and serious.
11. Study in the same place for each study session. Choose an appropriate site. Apply yourself, but take a break when needed.
12. There are many sources of help while you study at a distance. The school is the most logical place to ask for help. Consider your school advisor, education counselor, on-base instructors, subject matter experts or friends.
13. Review feedback from instructors. Consider all graded or returned lessons. Review text materials to understand key concepts.
14. Completing a distance learning course takes motivation and hard work. Completing that course will be much easier when you follow these suggestions.

More information on DANTES and University of Maryland distance education (DE) courses can be found at: [www.umuc.edu/orientation](http://www.umuc.edu/orientation) or [www.ed.umuc.edu](http://www.ed.umuc.edu) or via the DANTES homepage at <http://voled.doded.mil>

Please provide any suggestions on DANTES to:

Code 20G 6490  
Saulley Field Road  
Pensacola, FL 32509-5243  
Tel: (904) 452-1360, DSN 922-1360  
Fax: (904) 452-1161, DSN 922-1161  
E-mail: [jrumpler@voled.doded.mil](mailto:jrumpler@voled.doded.mil)





# Keeping

AA Brandie M. Laferney  
hits the books in her  
free time to keep up  
the PACE.

Thanks in large part to Navy initiatives like the Program for Afloat College Education, or PACE, more and more enlisted Sailors are finding that college degrees don't have to wait while they're at sea.



**PACE** was originally designed to make it easier for deployed Sailors to pursue higher education despite unpredictable duty schedules and extended cruises at sea far from college campuses. Using a combination of interactive video and computer programs and traveling instructors, PACE has helped young Sailors fulfill many lower level requirements at a large number of academic institutions.

"I take PACE every semester," said Airman Apprentice Brandie M. Laferney, a student Sailor at HC-11, NAS North Island, Calif. "There seems to be a lot more reading involved in the computerized courses because you don't have an instructor to filter out the information. But, it's nice to be able to work at my own pace," she said.

Working at your own pace is one of the secrets to the success of the program. Just being far from a campus makes studying hard enough, but the stress and unpredictability of an underway schedule far too often discourages Sailors from even considering college. With a PACE interactive course, you study when you have time, whether it's on a lunch break, or late at night between watches.

"Occasionally, I'll have a week at work that's really chaotic and I don't have time to study. I may only get one chapter



According to Alan Matsushima, a counselor with the Navy Campus Office at NAS North Island, Calif., PACE offers course study for just about any major.

"Thanks to the Servicemember's Opportunity Colleges program, you can feel comfortable that any course you take in the PACE catalog will transfer to a large number of academic institutions," he said.

That's comforting to a student like Laferney, since it normally takes a Sailor more than four years to finish a Bachelor's degree; years that may span several duty stations and assignments anywhere in the world. The organizers of PACE at the Navy Personnel Command and Middlesex Research Center, the current PACE contractor, have kept that difficulty in mind as they expanded PACE services to include more upper-level courses.

More and more Sailors are learning how beneficial that diploma really is. For example, a recent study by the Center for Naval Analysis found that 66 percent of Sailors who made E-5 in less than five years were participants in voluntary education programs like PACE. That's a pretty significant number considering that Sailors who had no voluntary education stood a mere 31 percent chance of putting on that second chevron in the same amount of time.

According to Laferney, the numbers don't mean as much as the value higher education has on your ability to be a good team member.

"I think a college education better equips a Sailor for making decisions and performing their job well," she said. "I feel more comfortable as an airman filling a 2nd class billet, and I think my education gives me the confidence to do that."

*Furry is a photojournalist assigned to All Hands.*

AA Brandie M. Laferney, from Lake Havasu City, Ariz., mouse-clicks her way to a degree in Psychology using interactive CD-Roms and video lectures with the PACE program.

# PACE

done," said Laferney. "But other weeks are slow and I may breeze through three or four."

Aviation Maintenceman Helicopter (AW) 1st Class Darrell L. Rogers is Laferney's educational services officer. He thinks it's a great program for Sailors who don't have a lot of free time, because the materials you need for the courses are close to where you work. Also, since he's there to help do the legwork, all a Sailor has to do is hit the books and pass the exams.

"Once they get signed up for the course and buy their textbook, I'll monitor their progress and make sure they're staying on schedule. The time it takes them to finish the course is really up to them, within the limits of the course term," he said.

Laferney, who is majoring in marine biology with a minor in psychology finds PACE really fits into her lifestyle even if it doesn't have the atmosphere of a traditional school.



## CyberSailor

# Home Schooling

**S**o the tree has been taken down, the holiday leftovers have long since disappeared, and the relatives have finally gone home. But the memories — and, more importantly, the presents — will last forever. Well, if you're like me and got a new computer for Christmas it may last forever, but it will be outdated long before then, so don't waste any time and get online today. And if you really want to impress Mom and Dad (so they just might get you another computer in a few years when the one you just got has become a dinosaur) show them all the cool stuff you can do online. No, not the games and the chat rooms (although those are cool, too.), but the opportunities that exist for earning advanced degrees.

Yes, you heard me right. You can get a college degree ONLINE, thanks to the Internet and the efforts of some forward-thinking educators around the globe.

Now that you know it's possible (heck, it seems anything is possible these days), you next must figure out which degree you want and from where. Oh, and by the way, how you are going to pay for it? (Education is not cheap, even if it is obtained online.)

Well, assuming your paycheck looks a lot like mine, Tuition Assistance (TA) is probably your best option. Visit <http://voled.doded.mil> to find out which colleges are on the DOD-approved list. Or you can view the colleges approved by Navy Campus and get points of contact for the more than 70 schools at <http://voled.doded.mil/dantes/dl/extdeg.htm>.

If you feel college courses are still too expensive (even with TA), you should check out [www.collegeispossible.org](http://www.collegeispossible.org). It's a new national education campaign launched by the Coalition of America's Colleges and Universities to enhance public knowledge about financing college education. With nearly 1,200 colleges and universities participating you might be able to find someone just looking to give away free money. Or simply check out financial aid search sites like [www.fastweb.com](http://www.fastweb.com) or [www.freshinfo.com](http://www.freshinfo.com).

If all this leaves you still lingering in a haze of doubt and uncertainty, pick your favorite search engine and type in the words "distance education." You will get some great links like [www.allaboutcollege.com](http://www.allaboutcollege.com) or [www.schools.com](http://www.schools.com). Another site called [www.collegenet.com](http://www.collegenet.com) can even help you narrow your selections down based on price, location or major.

If you're already in college and just need studying hints or an online dictionary then stop by [www.studyweb.com](http://www.studyweb.com).

So put away those games for a while and start surfing for an education. If you have a computer you can get a degree, whether you're at sea or anywhere in the world.

*Cyber Sailor*

## Love Links

The clock is ticking for all of you out there waiting to get bit by the love bug this Valentine's Day. If you want to assist cupid in finding that

someone special then surf on over to

"sweet" sites like

[www.godiva.com](http://www.godiva.com),

[www.hersheys.com](http://www.hersheys.com) or

[www.cadbury.co.uk](http://www.cadbury.co.uk).

Or you can always send



PC Flowers





Tuition Assistance (TA)



fastweb.com



Collegenet

your loved one an electronic card or e-flower at [www.hallmark.com](http://www.hallmark.com), [www.1800flowers.com](http://www.1800flowers.com) or [www.pcflowers.com](http://www.pcflowers.com) (and you can save yourself \$.32 on postage, not that I'm cheap or anything).

If you're a hard-core Valentine type, go to your favorite search engine and type in the word "valentine." After you are done looking through the millions of sites that pop up, e-mail me the best ones for next year's celebration.



1-800-flowers

And now, the moment faithful webmasters around the world have been waiting for, the prestigious CCSOE award for the best-looking, most-functional and easiest-to-understand website. The envelope please...

Since *All Hands* is looking at education this month, let's look at "the best of the best" in education and training commands. First place goes to Fleet Aviation Specialized Operational Training Group Pacific Fleet, NAS North Island, Calif. ([www.faso.navy.mil](http://www.faso.navy.mil)).

These folks train more than 15,000 personnel in 75 different courses in things from SERE to Aviation to Surface Warfare. This site has an excellent load time, no dead links, no spelling errors and no HTML design flaws, while providing timely and useful information to the fleet.

Second place is awarded to a simple, yet effective, site at Fleet Training Center, San Diego ([www.cnet.navy.mil/cnet/ftcsd/index.htm](http://www.cnet.navy.mil/cnet/ftcsd/index.htm)). They offer more than 280 courses to more than 30,000 Sailors a year.

Third place goes to Afloat Training Group Western Pacific ([www.atgwp.navy.mil](http://www.atgwp.navy.mil)). They provide training for forward deployed ashore and afloat commands in the Pacific.

I have two honorable mentions — Chief of Naval Education and Training ([www.cnet.navy.mil](http://www.cnet.navy.mil)) and Naval Training Center, Great Lakes, Ill. ([www.ntcpao.com](http://www.ntcpao.com)). They both provide tons of useful information for Sailors enlisting or advancing.

Now I know what you're saying, WHAT ABOUT MINE! Well, if you think your site is something special, e-mail me! And don't forget to register it with search engines and at [www.navy.mil/nol/cat.html](http://www.navy.mil/nol/cat.html).



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# Eye on the Fleet

EYE ON THE FLEET

is a monthly photo feature sponsored by

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for **HIGH IMPACT,** quality photography from **SAILORS**

in the fleet, to showcase the American Sailor in **ACTION.**



## MISSILE MEN

USS *Dwight D. Eisenhower* (CVN 69) Sailors (from left) AOAN Allan Davis from New Orleans, AO3 Stanley Gibson from Richmond, Va., AOAN Ken Madison from West Branch, Mich., and AO1 William Stallworth from Geneva, Ala., position a *Sidewinder* on the wing of an F/A-18 Hornet.

Photo by PH2 Shawn Eklund







## FIRED UP

Sailors on board USS *Harry S. Truman* (CVN 75) hone their firefighting skills with the help of the Mobile Aircraft Firefighting Training Device (MAFTD) Unit, based out of Norfolk.

Photo by PHAN Aaron J. Lebsack

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: [navynewsphoto@hq.navy.mil](mailto:navynewsphoto@hq.navy.mil).

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## RAIL LINE

Sailors "man the rails" on board USS *Enterprise* (CVN 65) as she departs on a six-month Mediterranean and Arabian Gulf deployment.

Photo by PH1(AW) Nicholas D. Sherrouse



# Eye on the Fleet



## TURN ON A DIME

USS *Nimitz* (CVN 68) conducts high-speed turns during sea trials.

U.S. Navy photo



## RIDE 'EM COWBOY

MM3 Shad M. Fife from Rayville, La., a Sailor on board USS *Abraham Lincoln* (CVN 72), rides a mechanical bull at a bar in Perth, Australia.

Photo by PH2 Kristen Seay







### WHITE KNIGHT

AM2 Edward Franks from Islip, N.Y., installs an air turbine starter on an F/A-18 *Hornet* in the hangar bay of USS *Dwight D. Eisenhower* (CVN 69).

Photo by PH2 Shawn Eklund



### CAT LAUNCH

An F-14 *Tomcat* attached to Fighter Squadron 32 (VF-32) readies for launch on board USS *Enterprise* (CVN 65).

Photo by PH2 Michael W. Pendergrass



# Shipmates



**Senior Chief Navy Counselor Jesse M. Kamekona** received the Admiral's Excellence Award for recruiting and was named Area 8 Chief Recruiter of the Year for FY98. Kamekona advanced from recruiter to recruiter-in-charge to zone supervisor to chief recruiter all during one tour at Naval Recruiting District, Los Angeles (the country's largest recruiting district).



**Hospital Corpsman 2nd Class (FMF) Paul B. Johnson** of Branch Medical Clinic, NAS Whiting Field, was selected Naval Hospital, Pensacola, 1997 Junior Sailor of the Year for his dedicated service as an Emergency Medical Technician (EMT) coordinator and instructor, clinic equipment custodian and sick call screener. He is also the clinic's supply leading petty officer and community service coordinator.



**Machinist Mate 1st Class (SS) Christopher W. Petro** of USS Asheville (SSN 758), was selected for the Seaman to Admiral program. A native of Fort Worth, Texas, Petro had a stellar career on board Asheville, qualifying Chief of the Watch and in-port duty chief (as a second class petty officer), in addition to his duties as controlled material petty officer, quality assurance inspector and work center 3M coordinator.



**Captain James Campbell** from Honolulu, recently completed the 21-mile swim across the English Channel in 17 hours and 41 minutes. Of the 6,000 attempts to swim across the English Channel, only about 500 (or 8 percent) have been successful. Campbell is the biotechnology program manager at the Naval Research Laboratory in Washington, D.C.

## On assignment

"For this month's *All Hands* cover, we wanted to use an image that illustrated life in the Middle East — 5th Fleet's Area of Responsibility," said JO1 Robert Benson, *All Hands* Assistant Editor. "Excellent shots from Bahrain, Saudi Arabia and other Middle Eastern countries crossed our desks, but no single image really said, '5th Fleet, operational readiness and exotic.' So, with the aid of five slide projectors, three able assistants and one 'model,' we created our own illustration. The backdrop consisted of five sheets of translucent tracing paper, with the images projected from the rear. The shadow cast on the paper is that of a young Sailor from the Ceremonial Honor Guard, Washington, D.C."



Photo by JO2 Jeremy Allan

## Did you know?

**Modern cartography** sprang from an Islamic religious need of establishing correct coordinates of cities so that Muslims could determine the direction of *Ka'bah*, or *qibla*, towards which all Muslims must face in prayer five times daily. This led to significant developments in trigonometry, a field fundamental to terrestrial mapping and to the computation of planetary orbits.

**The word algebra** is derived from the Arabic word "*al-jabr*," which means "the reunion of broken parts." The word gained widespread use after being featured in the title of a book, *ilm al-jabr wa'l-mukabala* (The Science of Restoring What is Missing and Equating Like with Like), written by Arab mathematician *Abu Ja'far Muhammad*. He introduced writing down calculations instead of using an abacus, an instrument used for performing calculations by sliding counters along rods or in grooves. *Algorism* (the Arabic, or decimal system, of writing numbers) and *algorithm* both derive from his name.

**Daily meals** in Bahrain are served in communal dishes. People eat while seated on an Arabic sofa that rests on the floor. The names of the meals are *Iftar* or *Foutour* (breakfast), *Ghada* (lunch) and *Esha* (supper).

**The Arabian Gulf**, an arm of the Arabian Sea, measures 90,000 sq. miles and is situated between the Arabian peninsula and Iran. It extends about 600 miles from the *Shatt al-Arab* Delta to the Strait of Hormuz, which links it with the Gulf of Oman. The Gulf is mostly shallow and has many islands, Bahrain being the largest. It is bordered by Oman and the United Arab Emirates to the south, to the west by Qatar and Saudi Arabia, to the north by Kuwait and Iraq, and along the entire east coast by Iran.





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# ALL HANDS

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